

The Hongkong Telegraph.

WEATHER FORECAST
CHANGE.
Barometer 30.08

(ESTABLISHED 1881)

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December 28th, 1912, Temperature a.m. 58, p.m. 66; Humidity...73, 62.

December 28th, 1911, Temperature a.m. 61, p.m. 60; Humidity...73, 82.

No. 8979

一九一二年十一月十九日

FRIDAY, DECEMBER 27, 1912.

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號七廿月二十年亥壬

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TELEGRAMS.

A DISMAL CHRISTMAS.

AWFUL WEATHER.

Reuter's
[Service to the "Telegraph."]
London, December 26.

A gale with continuous rain has made Christmas one of the most dismal on record.

MANY ACCIDENTS.

Besides many shipping casualties there was a crop of fatal accidents. On Christmas Eve a family of four perished in a fire at Islington. Fire broke out in a jute warehouse in Dundee; the jute, swollen by water, burst the wall of a house which fell, killing four children, another one being extricated from the ruins uninjured.

The British fruit steamer Turi Alba, one of the new line trading between the West Indies and New York, went ashore in a snowstorm on the coast of New Jersey. She summoned help by wireless. The crew and sixty passengers sang carols while awaiting the lifeboats, and were rescued with difficulty in the high seas.

ROYAL SHOOT ABANDONED.

The Sandringham Shoot had to be abandoned owing to the inclemency of the weather.

TERRIBLE BOXING DAY.

London, December 26.
A most dismal Christmas Day was followed by a depressing Boxing Day.

A gale blew and rain prevailed, while there were numerous wrecks along the coasts.

STORM IN THE WEST.

A terrific storm swept over Devon and Cornwall. There was lightning; torrents of rain fell; two passenger steamers and other vessels were driven ashore; telegraph and telephone lines were broken down; and much damage to property was sustained.

THE TUNG WHA HOSPITAL.

The "L and O. Express" has the following:—At the Congress of the Far Eastern Association of Tropical Medicine, Sir Frederick Lugard made a reference to a very interesting, and in fact, unique institution, the Tung Wha hospital. This is entirely managed and controlled by an annually elected board of Chinese gentlemen, under the supervision of the Registrar-General, and with a government inspecting medical officer. Primarily a hospital which admit annually over 4,000 patients, with an average in the wards of about 25, treated in equal proportion at their choice by Western or by Eastern methods, together with a clientele of 110,000 to 120,000 outpatients, it is in reality an institution with a much wider sphere of usefulness. It contains a refuge for the ailing poor and destitute, and special facilities for vaccination; it affords a temporary shelter for destitutes pending repatriation (generally at its own cost), and free burial for those unable to afford the cost, averaging some \$3,000 per annum. In addition, it is the recognised agency for collecting subscriptions for famine and destitution in China and for other charitable purposes in or beyond the colony by Chinese in all parts of the world, who are eager to employ it as a medium to transmit their collections. It administers an income of about \$100,000, per annum, of which only \$8,000 is subscribed by government, and it is in charge of various charitable funds amounting to about \$100,000. It has just opened a branch in Kowloon, similarly managed, and capable of accommodating about 70 patients in its ward, as well as a few small-pox hospital to correspond to the one on the island.

TELEGRAMS.

LORD HARDINGE.

SATISFACTORY PROGRESS.

Reuter's
[Service to the "Telegraph."]
London, December 26.

Reuter's correspondent at Delhi telegraphed on Wednesday evening that Lord Hardinge was progressing most satisfactorily.

THE VICEROY'S POLICY.

Reuter's Delhi correspondent wires that Lord Hardinge was better on Wednesday night. He said in the evening that the attempt on his life has not changed his feelings towards India and her people and would make no difference to his policy. He could only feel sympathy at the shame and horror with which India will be filled.

LATEST BULLETIN.

The deafness from which Lord Hardinge suffered in his right ear, in consequence of the injuries, has improved, and the Viceroy's wounds are now painless. He slept well on Christmas night.

POLICE ENQUIRY.

A police enquiry is proceeding at bank premises in Chand-nichowk Street.

The magnitude of the rewards offered for the arrest of the assassin has had a marked effect on the native community.

WORLD'S GREATEST COMMANDERS.

Successes of Youthful Generals.

The dash and brilliance of Bulgarian strategy has been attributed to the youthfulness of the Bulgarian generals. General Savoff is now only fifty years of age, but he was scarcely forty when, in 1904, he was entrusted with the complete reorganisation of the army—how well he did it the event shows—and he was actually a general and Minister of War at the age of twenty-eight. Similarly General Kuticheff, in command of the Third Army, and General Radko Dimitrieff, the hero of Kirk Kilise, are under fifty. General Ivanoff, head of the First Army besieging Adrianople, is only forty-five years old.

But all the world's great commanders have been young men or men in the prime of life. Alexander the Great set out to conquer the known world at the age of twenty-four and died at the age of thirty-three. Hannibal began his great march against Rome when he was twenty-nine. Caesar, when he invaded Britain, was only forty-five; he was scarcely over fifty when he "crossed the Rubicon," and by the time he was fifty-four he had completed the defeat of the Pompeians and was ruler of the Roman Empire. Napoleon at the age of twenty-six took command of the French armies in Italy, and was only forty-six when he met Wellington at Waterloo. Wellington himself was only a few weeks older than Napoleon. Marlborough was the oldest of eminent generals, but he was only fifty-four at the battle of Blenheim and fifty-nine at the battle of Malplaquet. Napoleon's famous general, Marshal Ney and Marshal Murat were in command of victorious armies in their thirties, and were executed. Murat at the age of forty-four and Ney when he was forty-six. Lazare Hoche, the wonderful young commander of the French Revolutionary forces, was only twenty-five when he led the famous army of the Moselle. Against this list of young men some critics might put Lord Roberts, who went out to South Africa when he was sixty-eight, but it must be remembered that he left his younger Chief of Staff, Lord Kitchener, then fifty years of age, to carry the war to a successful end. Lord Kitchener, by the way, is now in his sixty-third year.

TELEGRAMS.

BOXING.

LANGFORD BEATS McVEA.

Reuter's
[Service to the "Telegraph."]
London, December 26.

Reuter's correspondent at Sydney telegraphs that the heavyweight contest between Langford and McVea (20 rounds) ended in victory for Langford in the thirteenth round.

The fight was fiercely contested and McVea was most plucky, but was outclassed by his opponent.

THE P. AND O. COMPANY.

More than usual interest attaches to the report of the Pan-insular and Oriental Steam Navigation Company that has just been issued, says the "L and O. Express." The many rumours respecting the company and of possible amalgamations, working agreements, and suchlike led to considerable fluctuations in the price of the shares, more especially of late, and the deferred shares, which take the surplus profits after the preference dividend has been provided for. No reference appears in the report to any such rumours, or to the alarms and excursions that were so frequently indulged in. But the report does reflect the better times that shipping has experienced of late, and notwithstanding strikes and increased labour costs, notwithstanding also the grievous losses of the steamers Delhi and Oceana and the necessity to make provision for the same, the accounts make a very fine record, and the enhanced price of the deferred shares have attained is justified by the increase of the dividend to 15 per cent. after having for so many years received a distribution of 13 per cent. per annum. The return is remarkable when we consider that during the year under review a sum of rather over £250,000 has had to be provided over what may be considered as the normal rate of loss and expenditure to be provided for. The coal and dock strikes, we learn from an appendix wrought much havoc in many directions. For instance, it is noted that considerable difficulty was experienced in the discharge of cargo, especially refrigerated produce, owing to the scarcity of insulated conveyances and one steamer (Maloja) discharged apples at Rotterdam. Several consignments of copper and general cargo for New York were sent to Rotterdam for transhipment to destination. Coaling of mail steamers was also effected there. The Bombay mail voyage of the s.s. Egypt from London was blanketed, the Caledonia being brought back from Egypt to Marseilles to take her place and sail without freight; whilst two cargo steamers, the Sicilia and Nubia, partly loaded at ports, returned to Tilbury to receive passengers, but loaded no cargo in the Thames. Other sailings or loadings were similarly interfered with, and each steamer which came to London between the end of May and the end of July was directly affected by the strike, whilst since the latter date to the present time the ill-effects continue to hamper the Company in handling cargo both inwards and outwards. It is pointed out that the quality of labour is poor, and to a great extent inexperienced in handling the class of work. Stowage of goods in the vessels was consequently bad, and much space lost, the earning capacity of the steamers being greatly reduced. Four mail steamers had to be despatched without any freight so as to maintain the mail service, whilst half a dozen other steamers were only partly loaded with great difficulty and at enormous expense. The estimated losses for this time of

TELEGRAMS.

THE KING INDISPOSED.

QUIET CHRISTMAS DAY.

Reuter's
[Service to the "Telegraph."]
London, December 26.

His Majesty the King caught a slight chill on Christmas Day but is well again to-day.

His Majesty attended the festivities at Sandringham on Christmas Eve, but was unable to attend Church on Christmas Day with his mother and other members of the Royal Family, or to participate in the dinner party given by Queen Alexandra.

affairs is put at £85,000, whilst the additional cost of the coal supply and expenditure on coal entailed by the Transport Workers' Strike came to £33,000. In addition, the further expenses incurred or losses estimated in freight on the branch service came to £14,000. The three items come to £132,000, and with the provision for the two wrecks the sum of a quarter of a million sterling is reached. These facts make the actual result and the increased dividend of really greater potentiality. We may note that 51 out of 61 ships in the fleet have been fitted with wireless telegraphic apparatus, and that more than 5 per cent. has to be written off for depreciation because the class of vessel of what ever type moves upwards with each new construction, and replacement comes out at more than the vessel replaced.

An altogether interesting report, to which we have thus briefly alluded, tells us of the approaching appointments of two new Managing Directors, thus reverting to what was the former custom. For many years Sir Thomas Sutherland has been not only Chairman of the Company, but the sole Managing Director. He is now to be assisted in his task, which is no light one at any time, by the appointment of Mr. J. M. Shields and Mr. F. Ritchie to seats on the Board, with a view to subsequently becoming Managing Directors. The services rendered by either of these old employees of the company need no mention to our readers. They have served at many stations and in diverse capacities, and the ripe experience gained has fully qualified them for the additional responsibilities of their new post.

WORSHIPPING THE DEAD IN AFRICA.

The Rev. John Roscoe, Lecturer in the Anthropology of Africa for the Cambridge University Board of Anthropological Studies, in the History Theatre at the Manchester University, in the third of series of six lectures on the "Sociology and Animism of the Northern Bantu Tribes of Africa" dealt with the practice of people in certain parts of Africa worshipping the dead as it is practised there. This, he said, is without doubt the earliest form of worship—at any rate in Central Africa. Ancestral worship it was called in the early days, but he thought we had better drop that and say worship of the dead, which was a much better term. Sickness was supposed to be caused by magic or ghost influence, and when death occurred the relatives of the dead did all they could to propitiate the ghost lest it should seek to harm them. Thus the dead were veritably worshipped. The wearing of black as a sign of mourning in this and other countries was, he thought, a relic or survival of the primitive notion of the mourning habit among these African tribes. When these people began to mourn they were not allowed to change their clothing. They had to wear the same things while the period of mourning lasted—six or eight months.

TELEGRAMS.

INSURANCE ACT.

DOCTORS AT VARIANCE.

Reuter's
[Service to the "Telegraph."]
London, December 26.

The differences of doctors at the meeting of the British Medical Association on the subject of the Insurance Act is reflected throughout the country, though panels to work the Act are now being formed in the majority of districts.

A meeting of doctors and the Middlesex Insurance Committee at Westminster was picketted by doctors representing the Association, who kept 45 doctors outside.

OVERSEAS ENGINEERING.

A Host of Interesting Matters.

Mr. Robert Elliott-Cooper touched an attractive yet little discussed subject in his presidential address to the Institution of Civil Engineers—the railways and civil engineering works of the British Empire overseas (India excluded). Few engineers—indeed few laymen—could read through this long yet simple record of great engineering works conceived and carried out under special and frequently difficult conditions without feeling a glow of pride in the civilising work of the engineer and an inspiration to take part in similar useful and courageous works. The history of our overseas engineering is inextricably bound up with the social and political histories of our colonies, and in studying it the student is introduced to a host of other interesting and important matters which are full of suggestion to those who desire to see the status of the engineer advanced in accordance with the importance of his works.

It was perhaps unfortunate that, Egypt being politically outside the British Empire and Indian engineering having already been treated of by a predecessor, two more than usually interesting fields of British overseas engineering were not dealt with by Mr. Cooper. Enough remained, however, to indicate the principal classes of work which go to make up overseas engineering. In one sense there is no limit to the variety of this work, but here we are mainly concerned with the work of the civil engineer. In the opening up and improvement of new countries the most important classes of engineering works are the railways, harbours, and irrigation systems. Roads, with the exception of town streets and half-formed tracks, have usually to wait until the growing density of population calls into existence a considerable intertown local traffic. Even then road-making in the colonies is something of a lost art, although the motor-car promises to revive it.

Mr. Cooper opened his review with a consideration of the engineering works of Canada. Railways have played a great part in Canadian development, especially during the Western boom of the present century. The first railway in Canada was the La Prairie and St. John's Railway in Quebec, seventeen miles in length, and built in 1832. To-day the tract mileage is over 24,000 and the capital outlay involved nearly three hundred million pounds. The first transcontinental railway in the Canadian Pacific, which was completed on November 7, 1905. Two others are rapidly approaching completion—the Grand Trunk Pacific and the Canadian Northern. The striking features of these railways are not to be found merely in the great stretch of the metal road.

TELEGRAMS.

THE BALKAN WAR.

THE COUNTER-PROPOSALS.

Reuter's
[Service to the "Telegraph."]
London, December 26.

A message from Constantinople states that the Government on Wednesday telegraphed the counter proposals of the Porte to the Turkish delegates.

In many respects they present marked divergences from English practice. The rail gauge is, like ours, 4ft. 8½in., but the loading gauge is higher and wider. The average distance hauled is greater, and the proportion of bulk freights is very much higher than in this country. Hence, whilst we still think 300 or 400 tons a heavy freight train, the standard freight train of the Grand Trunk Pacific weighs 2,000 tons. Economic haulage is important in a thinly populated country and Canadian and American engineers are realising more and more clearly the importance of avoiding excessive gradients which would reduce speeds and necessitate duplicating or triplicating the locomotives. Thus, on the Grand Trunk Pacific the ruling gradients of the eastern division of the Rocky Mountain section are 1 in 250 against eastbound traffic and 1 in 170 against westbound.

On the western division the gradient against westbound traffic is 1 in 203, the reason for varying the gradient according to the direction of traffic being that on Canadian transcontinental railways the full freights flow mainly in one direction within well-defined areas. As a result of these easy gradients the standard 2,600-ton freighter can be handled by one locomotive from Winnipeg over the prairies and Rockies to Prince Rupert.

On the Canadian Pacific Railway, which was constructed before the Canadian haulage problem was fully realised, the ruling gradients are four times as steep as on the newer Grand Trunk Pacific, whilst on the Santa Fe road, in the States, they are nearly six times as severe. All the older roads are, however, now reducing their worst gradients and easing the sharpest curves.

Harbours and waterways are required in every considerable colony. The British Empire affords many examples. In Eastern Canada the canal system dates back more than ninety years and, thanks to the Great Lakes, is anything but a sleeping partner of the railways. In Australia lack of water has prevented any notable inland waterways being constructed, but a good deal of useful, if not particularly striking, harbour work has been successfully carried out. South Africa, too, furnishes excellent examples of British dock and harbour engineering, although probably none, even Table Bay harbour, equals the fine harbour recently completed at Colombo in Ceylon.

The future of British overseas engineering offers full scope for judgement, courage, initiative, and organising power, coupled with high technical ability. Within the Empire alone a variety of development work is in hand or in contemplation, whilst in other lands such as China, Siberia, and South America, as great things will be required as have ever been done in the past. In the past work of this class was, taking the world as a whole, preponderantly British. Its successful execution has given our overseas engineers experience which should prove useful in the future. That future looks hopeful, although perhaps two important dangers are visible. One is an undue preference for traditional British practice, and the other is astonishingly feeble educational foundation for this class of work.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Langford beat McVea in the thirteenth round at Sydney after a fierce fight.

The Christmas shoot at Sandringham had to be abandoned because of inclement weather.

The Turkish Government telegraphed counter-proposals to its delegates in London on Wednesday.

Christmas at Home was one of the most dismal on record, the features being a gale, rain, and a crop of accidents.

The condition of Lord Hardinge is most satisfactory; he says the attempt on his life will make no difference to his policy.

King George was prevented by a chill from participating in the Christmas Day festivities, but was reported well again yesterday.

The magnitude of the rewards offered for the arrest of Lord Hardinge's assassin has had a marked effect on the natives of Delhi.

Terrific weather was experienced at Home on Boxing Day, a terrific storm raging through Devon and Cornwall and doing great damage.

Differences among British doctors over the Insurance Act are still apparent, though panels to work the Act are being formed in most districts.

The British fruit steamer Turi Alba went ashore on the New Jersey coast in a snowstorm, and the crew and passengers were rescued with difficulty.

LOCAL.

The Police Ball takes place to-night at the City Hall.

The Ferris Hartman company staged "One Night Off" at the Theatre Royal last night.

The "Cleveland" left the harbour this afternoon for Tsingtau, Japan, Honolulu and America.

The Civil Service Cricket Club had their annual Christmas tree yesterday, and the occasion was, as usual, a huge success.

THE S.S. ST. ALBANS.

We are informed says the "N. China Daily News," of December 20 that there is no foundation for the statement erroneously made in this column yesterday that the E. & A. S. St. Albans was aground for a short time on Tuesday morning in front of the Public Gardens. The steamer was being turned in the deepest part of the river and was never within 100ft. of the shore. Owing to the quantity of traffic passing at the time, she temporarily dropped her anchor, and later, she signalled to the Alexandra to assist her to her berth. In publishing the above correction we would also express our regrets to the Captain of the St. Albans and the pilot on board at the time, as well as to the agents of the E. & A. S. Company, for the misunderstanding.

Notices

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Manager. [25]

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Hongkong, 1st Aug., 1912. [55]

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Hongkong, 1st Feb., 1912. [182]

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78, ESCOLTA

**OUR
CONTEMPORARIES.**

South China Morning Post.

"The Unspeakable Turk."
The telegrams regarding the
Balkan situation give cause for
anxiety. Turkey, after insulting
the Peace Conference by
sending her delegates without
instructions, refuses to consider
the abandonment of Adrianople
and it almost seems that the war
will recommence from where it
left off when the armistice was
signed. Already "the unspeak-
able Turk" is threatening to re-
draw the sword and has made
strong appeal to the patriotism of
the men entrenched at Chatalja.
Doubtless Turkey has taken every
advantage of the liberal terms of
the armistice and feels in a posi-
tion to renew hostilities rather
than submit to conditions which
she feels are unbecoming to her
dignity. Nevertheless the stirring
events of the few short weeks
since the Allies joined issue
against Ottoman oppression have
borne in upon diplomatists that,
however distasteful the process
may be to Turkey, the map of
Eastern Europe has to be recast.

China Mail.

Japanese Unrest.

The Cabinet, it will be remem-
bered, resigned recently, rather
than be coerced into adopting a
military policy of which they
disapproved, and since then much
difficulty appears to have prevail-
ed in forming a stable Govern-
ment. With the recent Cabinet,
the sympathy of a vast majority
of the people seems to have been
felt, making it evident that the
suggested extension of militarism
by two Divisions in Korea
was repugnant to their views
and likely to prove an impediment
towards the peaceful develop-
ment of both countries. That
such is a wise conclusion and a
sound course to adopt, who will
deny? None but those who have
perverted ideas of colonisation,
arrogant ideas of the true course
of a nation's development or
absurd notions of what constitutes
true greatness. Though details
are not yet to hand, it is doubtless
the case that the assassination of
Prince Yamagata is closely con-
nected with the present unrest in
Japan regarding this military
question and it is doubtless a
drastic rejoinder to the Prince's
advocacy of military extension.

Daily Press.

The Tramway Boycott.

A point which has not hitherto
been mentioned in this connec-
tion, is that probably the majority
of the patrons of the tram cars,
such as the employees in the
great establishments at East
Point and Quarry Bay and H.
M.'s Naval Yard are paid in the
legal coin of the Colony, for the
foreign banks issue no other, and
this fact in itself disposes of the
suggestion that the demand the
Tram Company makes imposes
hardship on its patrons. Moreover,
we consider, it establishes pretty
clearly the political character of
the boycott. It may be that its
origin rests largely with the
money changers, who must do a
large and profitable business in
exchanging into Chinese sub-coin
the Hongkong notes paid to the
wage-earners in the Colony; but
it is possibly these men, who are
mainly responsible for giving to
the demand of the passenger-
carrying companies the aspect of
an affront to the new Republic.
What would the boycotters say
were employers to pay wages in
Chinese currency? We all know
what they would say, and it simply
goes to show the disingenuousness
and dishonesty of the excuses
which have been given for the
boycott.

Dr. Sun to go to Berlin.

It is announced in Berlin that
Sun Yat-sen, the Republican
leader in China, will arrive in
that capital in December. He
will, it is stated, be charged with
the duty of requesting the Ger-
man Government to recognise
the Chinese Republic, and of
negotiating the dispatch of a
military mission to China.

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GENERAL NEWS.

Letter Telegrams to the East.

It is probable, states a London wire to the "Times of Ceylon," that the inauguration will take place early in 1913 of a week-end service to Cable Letters, uncoded, between the United Kingdom, Australia, and the East Indies, costing about one-fifth of the ordinary rates. South Africa has already been given these facilities.

French Official's Suicide.

A French official who was at one time Chancellor of Residence in Annam and Tong-King, and afterwards Secretary to the Governor of Indo-China from 1891 to 1893, has just committed suicide by shooting himself in the right eye with a revolver. M. Gustave Lambert, who was 59 years of age, and had only been married a few months, was at the time of his death financial receiver at Meaux. The cause of the tragedy was the loss of his entire fortune. In falling, the body of the deceased upset a lighted lamp and caused a conflagration.

Armed Man at the Chinese Legation.

At Marylebone, on 23rd ult., before Mr. Plowden, Yen Sun Ziar, 28, student, a Chinese subject, was charged with assaulting Wen Hsion Chien, at the Chinese Legation, 49, Portland-place, W. Mr. F. Froke Palmer, who prosecuted, said he was prepared not to press the case so long as he was assured that such conduct on the part of the defendant should not be repeated, and if the defendant would express regret the prosecution would be satisfied with his being bound over. Mr. Oliver replied that he was prepared to give that undertaking and to apologise, and promise that the defendant would not go to the Legation again or molest the prosecutor in any way. Counsel pointed out that the defendant came from a very respectable Chinese family, and had been for three years at Caius College, Cambridge. The Magistrate bound the defendant over in £50 to keep the peace for 12 months.

Oil Engines for the Admiralty.
The placing by the Admiralty of contracts for two sets of marine oil engines with Clyde firms is a matter of exceptional local interest. Scott's Shipbuilding Co., of Greenock, who are to manufacture F.L.A.T. engines for the oil tank vessel which is to be built at Pembroke Dockyard, already have on hand machinery of this type for the submarine which they are constructing, but the contract they have now received will be their first for oil engines for an ordinary ocean-going vessel. The Fairfield Shipbuilding Company, of Glasgow, who are to supply Nurnberg-Diesel machinery for the Devonport oil-tank vessel, have not hitherto carried out such work, so that the Admiralty have given two leading Clyde firms a start in this new type of marine engineering. There are now five Clyde companies making, or about to start making, marine oil engines—the two mentioned, Messrs Barclay, Curle, and Co., Whiteinch, the Clyde Shipbuilding and Engineering Company, Port Glasgow, and the new Burnfield and Wain Company, at Lancelfield Quay, Glasgow.

Interesting Lecture.
At a meeting of the Societe France-Japonaise, held in Paris on 26th ult. (already reported in the "Telegraph"), Admiral Besson gave a lecture on the hydrographic mission effected in 1889 in the inland sea of Japan, in which he took part. The French gunboat Aspie and the British vessel Sylvia divided the work between them. The lecturer described the customs of the Japanese people at that time, and highly praised their chivalrous character and their thirst for instruction. Their prodigious subsequent advance, and their military successes, might, he said, have been prophesied even at that time from the latter quality. In moving terms the Admiral recalled memory of the Emperor Meiji, whose genius has changed the destinies of his people, and who, in consequence, may be considered one of the greatest men whom humanity has known. The meeting was presided over by Baron Ishii, the Japanese Ambassador, who is President of the Society, and the audience included Mr. Bertin and Admiral Gervais.

SERVICE MATTERS.

Appointed to Hongkong.
Mr. F. W. C. Eager, First-Class Writer in the Naval Ordinance Department at Plymouth, has been appointed to Hongkong for duty in a similar capacity.

K.O.Y.L.I. Exchange.
An exchange has been arranged between Second Lieut. J. Pepps, 1st Battalion Yorkshire Light Infantry, and Second Lieut. Bradley, 2nd Batt., Cork. The latter will join at Singapore about January 21.

Large Entries of Men into the Fleet.

Owing to the continued large entries of men into the Fleet, every effort is to be made to facilitate the qualification of ordinary seamen for the rating of able seaman in order to avoid any block in advancement, and to obviate difficulties arising through an accumulation of ordinary seamen above the percentage that can be included in the complements of ships.

S. W. Borderers Officers.

Amongst the officers who passed through the School of Musketry, Hythe, recently was Lieut. H. M. B. Salmon of the regular establishment of the 3rd Battalion South Wales Borderers. Quartermaster and Captain T. Murray, who has just retired from Borderers, was the last connecting commissioned link between the old 24th Regiment and the South Wales Borderers. He served with the 24th in the Zulu War, 1879, and has the medal for that campaign which cost the 24th so dear—the 1st Battalion, 16 officers and 404 men, and the 2nd Battalion, 5 officers and 187 men killed at Isandhlwana, Jan. 22, 1870.

Admiralty Appointments in the East.

No fewer than fifteen appointments to flag commands were made public on 22nd ult by the Admiralty, says the "L. and C. Express." Rear-Admiral Thomas H. M. Jerram, C.B., is to be Commander-in-Chief, China, in succession to Sir Alfred Winslowe. Admiral Jerram, who has been studying at the War College recently, is an officer who was formerly associated with the nucleus crew organization of the Home Fleet in its early days, and distinguished himself during the naval manoeuvres last year. It is somewhat of a surprise to find that Admiral Sir Alfred Winslowe is to be relieved by a rear-admiral. This is an indication, perhaps, that the Eastern Fleet will in future be under the supreme command of the admiral flying his flag in the Australian Squadron. Rear-Admiral Richard H. Peirse, M.V.O., is to be Commander-in-Chief, East Indies, in succession to Sir Alexander Bethell. Rear-Admiral Sir Christopher G. F. M. Cradock, K.C.V.O., C.B., who is appointed to be Admiral Commanding, Training Squadron, in succession to Rear-Admiral Bradford, commanded the British Naval Brigade in China during the Boxer troubles.

Bisley Regulations in 1913.

The Council of the National Rifle Association has had under consideration the regulations for the Bisley Meeting for next year, to be held from July 14 to 28, and the following are the important changes and alterations that have been decided on—The regulations for service rifle sights will be similar to those for 1912. Sights approved by the council for use in 1912 have been approved for next year. Manufacturers wishing to submit new sights for use in 1913 must do so before February 1. For match rifles the regulations will be as for 1912, as it is probable that in 1914, there may be modifications in the conditions as to bore and ammunition. It has also been decided in individual competitions to introduce one man firing at a time with a time allowance, but this will not apply to shoulder-to-shoulder competitions. Instead of having separate competitions for the several classes the number of prizes in each competition will be divided in proportion to the number of entries in each class. Centrals will be abolished in all competitions. Blowoff shots will be done away with and replaced by practice shots. Major-General Lord Chelmsford, Chairman of the Council, has consented to represent the National Rifle Association on the British Olympic Council for the current Olympiad. Baron Rudolf de Berthouze has presented a Danish Service rifle to the museum at Bisley Camp.

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TO LET LARGE substantially built Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co. Ltd. Hongkong, 13th Aug., 1912. [588]

TO LET FURNISHED No. 119D the Peak, from middle of April until end of October, 1913. Four bedrooms, Tennis Court and Garden. Apply to ELDON POTTER, Prince's Buildings.

WAR ON CANCER.

34,000 English Victims in a Year.

A new society has sprung up to assist in the war on the dread disease of cancer. Year by year, in spite of the activities of the medical world, the scourge increases its toll of victims with alarming rapidity.

Thirty-four thousand sufferers fell victims to it last year in England alone, and the proportion of annual deaths has increased by 50 per cent. in 50 years.

In Lancashire the disease demands an increasing toll among the factory workers owing to the peculiar encouragement it is afforded by local conditions.

Although the deaths from other diseases have declined steadily, since reliable statistics have been preserved by the Registrar-General, cancer alone succeeds in defeating the effort of medical men to stop its progress.

The Secretary of the new Society, Mr. Douglas Macmillan, from whom a letter appeared in our columns yesterday, informed a press representative that he is compiling some careful figures of cancer deaths over a period of many years in Lancashire.

"We object to the too ready use of the knife on sufferers, and we hold, after extensive experiments, that the disease can be relieved and often cured by attention to diet alone."

"The Lancashire cotton spinner is too fond of drinking strong tea or coffee with every meal, and this, carried on from week to week and year to year, renders the body susceptible to cancer wherever its symptoms are present."

Mr. Macmillan's prescription for the treatment of the scourge conflicts with the expressed opinions of the British Medical Association's experts, and the Imperial Cancer Research Society. The latter carries on the work by experiments on rats.

Operations in themselves, Mr. Macmillan argues, frequently lead to cancer.

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REWARD:

\$20 REWARD.—Lost between Lai Chi Kok and Kowloon on 29th Nov., an IRISH TERRIER BITCH, answers to "Molly." Anyone returning to Lieut. Walker, 25th Punjab, Lai Chi Kok, will receive above reward.

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WANTED immediately by German firm, perfect BOOK-KEEPER, German, with experience in the East and A.I. references. Good salary. Please apply to "Book-keepers," care of "Hongkong Telegraph," Hongkong, 23rd Dec. 1912. [1000]

ADMIRAL WINSLOWE'S SUCCESSOR.

Rear-Admiral Thomas H. M. Jerram, C.B., late second in command of the Mediterranean Fleet, who has been selected for the command of the China Squadron when Sir Alfred Winslowe, K.C.B., vacates it, is well up on the list of his rank. He entered the service in 1873, was promoted captain in 1899, and reached flag rank in June, 1908. When a junior officer he commanded the torpedo-boat Chidders on her long voyage from England to Melbourne in 1884, commanded a battalion of bluejackets in the operations against the Sultan of Viti, East Africa, 1890 (mentioned in despatches, medal with "Viti" clasp); acted as British Consul at Beira and other parts during the troubles with Portugal in 1890 (thanked by the Foreign Office for his services); and his promotion to captain was his reward for the magnificent services he rendered in connection with the new scheme for the training of naval boys. From 1890 to 1902 he was assistant-inspector of the Boys Training establishments. In the latter year he went out to China as Flag-Captain to Vice-Admiral Grenfell, and served there for two years, so that he is no stranger to the Station.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 27, 1912.

THE VOLUNTARY SERVICE PROBLEM.

Volunteering in Hongkong has taken on a fresh vigour since His Excellency, himself a keen Volunteer, took over the reins of office from his predecessor in the gubernatorial chair. We are profoundly gratified that this is so, for though in some respects there is less need for Volunteers here in the military and naval stronghold of Hongkong than there is at home, there can be no questioning the value of the movement to the youth of the Colony, aside altogether from the not unimportant part they are able to play in the defence scheme of the island and its adjacent territories. It is also a satisfactory fact that there are less difficulties placed in the way of the would-be Volunteer in Hongkong than in the case at home. So much so is this, in fact, that it is the young man's own fault if he is not doing his duty in this regard; nobody else can be blamed for the shortcoming.

When we turn to the conditions in the Old Country, however, matters are vastly different. This has been revealed by an examination of some of the causes which, in some parts of the North of England, has led to a depletion in the ranks of the Territorial units this year through the retirement of many young men who, having completed their term of service, have not re-engaged. From home papers we learn that some of the Commanding Officers have ordered their permanent staff to question the men on this matter in order not only to deal with the immediate recruiting problem but also to secure the maintenance of the force as an efficient fighting unit. These enquiries have shown it to be very probable that the larger proportion of men would readily extend their service if encouraged to do so by their employers. In cases of big firms it has again and again been stated that the head of the business has expressed his desire in a general way to offer every facility for training to Territorials, but his subordinates have shown such a lack of sympathy as to discourage recruiting and to make the position of those who are serving anything but comfortable. Then, too, it has to be recognised that the personnel of the Territorial Force has greatly changed during the last few years, and the recruiting field is very largely confined to young men who cannot afford to lose a week's wages, while many of the smaller employers who have every sympathy with the movement cannot afford to pay employees while they are absent from their work.

It is well that points such as these are being threshed out just now so that really reliable data may be discovered as to what are exactly the obstacles to recruiting, before the recruiting season proper begins. It is not an easy problem to face, but when it becomes realised by employers and men alike that the voluntary system is at present on its trial, and that the time may come when both will have to adjust themselves to the imperative demands of the State, then will it be seen that present requirements are in reality moderate in the extreme and are well worth every effort in the direction of their satisfaction.

Street Noises.

To return to the question of street noises, about which we spoke yesterday, there seems little provision made at present for dealing with the Cantonese blind beggar who makes his presence so uncomfortably felt in every neighbourhood but that of the Peak. The yelling of these people is very disagreeable and disturbing. If they come under your own window you can put out your head and use strong language to them, and they will go away—as far as the next house but one, where they will begin again. We understand that the police have power to move these gentry on, but so far as we have seen, this is rarely done, except by the European constables. A score of times we have seen one of these beggars howling and howling within a couple of yards of a larking, who took not the least notice.

Dastardly Outrages.

The attempt to assassinate Prince Yamagata, following hard on the heels of the outrage at Delhi, calls attention to the number of similar cases with which the present year has been charged. To our own Colony is credited an attempt on Sir Henry May. Further afield, we have the assassination of Prince Stolypin, the Russian minister, and of Senhor Canalejas, the then Prime Minister of Spain, attempts on the life of the King of Italy and Mr. Theodore Roosevelt, and a plot to assassinate Lord Kitchener. It might almost appear as though there was a feeling of widespread, if not universal, unrest and irritation, but we doubt whether even such a series of murderous happenings justifies such a conclusion. In the cases of Sir Henry May and Mr. Roosevelt, at any rate, the attempts were clearly the work of individuals acting solely on their own initiative, and it is quite probable that the same may be said of some of the others.

"ONE NIGHT OFF."

The Ferris Hartman Company Again Appear.

At the Theatre Royal, last night, the Oriental Theatrical Company, presented Mr. Ferris Hartman and his talented company including Miss "Muggins" Davies, and Walter de Leon, in the exceedingly funny farce entitled "One night off," and, if one desires a night free from care or worry the Ferris Hartman combination hold the recipe. The story of the transformation of Leander Lamb (Mr. Ferris Hartman) from the cowed, henpecked husband to the dictatorial Mr. Lamb, is well balanced, spins on an easy pivot, and the humour is always relative to the subject of the farce. The uplifting of the veil that surrounds the mystic knife is the undoing of the steel voiced, tyrannous and hypercritical Mary Miranda Lamb, who, though she appears to be religiously connected, with charitable organisations, has an incident in her life upon which hangs the story of the knife. The skeleton in her cupboard creeps out most unexpectedly and old Lamb being in possession of the truth of the "midnight adventure" with a man, is able to assert himself and reduce to humiliation the wife who was unlike to Caesar's. Sylvester Nightingale (Mr. Roscoe Arbuckle) has been infected by the superciliousness of his one-time powerful mistress, and develops an astounding volubility for a servant of the nigger order. He must "Equivocate" and the audience must laugh. In consequence of the submission of Mrs. Lamb, Phyllis (Miss Minta Duffee) her niece, is enabled to marry Alan Townsend (Walter de Leon) an artist for whom Mrs. Lamb had held an unconcealed dislike. Miss Muggins Davies, as the stage beauty who causes Leander much trouble, was as dainty as ever, and successfully handled her part. Mr. Ferris Hartman lived up to his reputation, and Walter de Leon was as pleasing as ever, whilst those with less prominent parts to play worked hard and deserved all the credit the audience showered upon them. The music was gay and breezy, and the dancing was such as has never been excelled by any company travelling the Far East.

DAY BY DAY.

"Do not lay things too much to heart. No one is really ever beaten unless he is discouraged."

"Dope" Revenue.

At the Police Court, this morning, a Chinese was fined \$40 for being in unlawful possession of opium.

Canton Christian College.

The closing exercises of the Canton Christian College Middle School and Grammar Schools took place yesterday.

Cargo Collie Injured.

A cargo collie has been removed to the hospital from Kowloon suffering from injuries received by being, accidentally, crushed between some cargo and a truck.

Junk Master Fined.

This morning at the Marine Magistrate's Court, before Commander Basil Taylor, R.N., a junk master was fined \$5 for disobeying the lawful orders of the Harbour Master by anchoring in the Southern Fairway.

Zaffro's New Captain.

Captain F. S. McMurray has been appointed to command the s.s. Zaffro in succession to Captain P. E. Cross, whose certificate has been temporarily suspended in consequence of the recent mishap to the vessel in entering Hongkong harbour.

The Cleveland.

The Hamburg-America liner "Cleveland" left the harbour this afternoon. Passengers who have visited Canton were greatly struck with the old city and especially with the disregard for all traffic regulations. The Cleveland proceeds to America, via Japan and Honolulu.

Major Fitzwilliams.

Major Fitzwilliams, A.S.C., who is due to arrive here by the s.s. India next week, is a brother of Dr. Fitzwilliams, the well-known practitioner and member of the Sanitary Board. Major Fitzwilliams is no stranger to Hongkong, as he served here some years ago, holding the rank of Captain.

The Police Ball.

Throughout to-day an energetic body of Police have been hard at work decorating the rooms at City Hall set apart for the ball, to-night. Dancing will take place in the St. Andrew's Hall, supper will be served in St. George's, while the old Chamber of Commerce room will be set apart for cards.

Did It In Anger.

A woman who jumped into the Harbour, and was rescued by the Police, was brought before Mr. Hazeland, at the Police Court, this morning. When asked her reason for the attempt on her own life, she said she did it in anger, but now recognised she had done wrong. She was discharged on promising not to repeat the action.

Obstructors.

Several complaints have reached Inspector McHardy of obstruction in Wing Fung Street, and the inspector is doing his best to remove the nuisance. This morning he had two men before Mr. Melbourne, for causing an obstruction, and they were each fined \$3. The Europeans who have made the complaints will therefore see that an effort is being made to put an end to these pests.

Victoria Theatre.

There was an excellent house last night at the Victoria in spite of the existence of other attractions in the town. The Howard Sisters and Miss Nellie Mahar again met with most rapturous applause at each of their turns. The films were all most interesting and included a particularly beautiful one entitled Mignon which is based on extracts from Goethe's "Wilhelm Meister." Everyone should see this film.

"The Court Cards."

At these times, when all the world, and India particularly, is astounded at the cowardly attack on Lord Hardinge's life, on his State Entry into Delhi, it may be interesting to note that, of the many theatrical ventures that have visited India, the Court Cards hold the distinction of being the only company that has had Lord Hardinge's patronage and presence. The company is in receipt of a very nice letter, full of praise, from Lady Hardinge, on the excellence of their entertainment, of which Mr. Phil Carlton, the manager, of the party, is very proud.

OPIUM PROHIBITION.

Hongkong Dealers Indignant at New Canton Move.

We are informed that the Commissioner of Police at Canton (with the connivance of the Tutuh) has issued a proclamation whereby the importation of opium is absolutely forbidden after December 31 of the present year. This refusal of Hongkong opium at Canton, is, of course, an infringement of Treaty obligations.

The Hongkong opium merchants are naturally indignant at such a move on the part of the Chinese authorities. One of them said this morning to a "Telegraph" representative:

30,000 Chests at Stake.

"By the middle of January, when the additional supplies of opium ordered have arrived from India, there will be 30,000 chests of opium in Hongkong and Shanghai. The Indian Government sold this expressly for consumption in China. What are we to do with it? At present the position is this. By the Opium Agreement of May 1911 the British Government consented to lessen the output of Indian opium and agreed to the raising of the duty and like from a hundred and ten to three hundred and fifty taels, on condition that the Chinese Government abolished all illegal taxation. Yet, almost immediately after the signing of this agreement, China returned to the employment of obstructive measures and, at the beginning of this year, the entire province of Chekiang was closed to the opium trade. Then, last August, came the news that no more smokers' licences would be issued in Canton after December 31. Since then other provinces have followed this example, acting under instructions from Peking. In Hankow the authorities have even told the dealers to ship the Indian opium stored there at the Customs back to Shanghai."

A Matter of £12,000,000.

Our informant went on to point out that, if the prohibition at Canton be carried out, it must necessarily bring about a financial crisis of a very grave character, affecting not only the opium merchants but the bankers and the commercial world generally. In Hongkong there are at present nearly 5,000 cases of opium, in Shanghai over 20,000, and nearly another 5,000 are on their way from Calcutta and Bombay, the entire stock representing no less than £12,000,000.

Meanwhile it is an open secret that the poppy is being largely cultivated in the Chuan Kong, Nan On, Tung On and Ma Hong districts of Fukien, and in the U Ping (Swatow) district of Kwangtung; in other words, while the Republican Government is stopping the sale of Indian opium, they are permitting the cultivation of the drug in their own country.

British Protection Needed.

Last September, it will be remembered, seven chests of Malwa opium were seized by the Republican authorities at Anking and burnt. The Consul General, Sir E. Fraser, went on the floor to demand reparation but it does not appear that anything was achieved, and since then the same type of outrage has been committed in other provinces.

"The situation at present," continued our informant, "is one of complete deadlock. We merchants can do nothing. As to compensation, in the event of our being left with these millions of pounds' worth of stuff on our hands, someone must pay it; whether the British or the Chinese Government is not for us to say. At present the British Government hardly seems to realise that it is being defied by the Chinese. Of course the prohibition does not arise out of any moral view of the question. China wants money, and can make more by growing and manufacturing a commodity than by importing it. Just now the Chinese want to prohibit the importation of opium; if they are given way to, they will proceed to bar some other commodity—say cloth, for instance. Whether the opium traffic is immoral or not is beside the question. The British Government have sanctioned it, and it is therefore as much a legitimate trade as any other."

THE D. C. L. I.

Records of Officers in Hongkong's New Regiment.

The 2nd Battalion Duke of Cornwall's Light Infantry (the old 46th Foot) is expected to arrive in Hongkong on January 14th, from Bloomfontein, by the troopship Northbrook. The Regiment has a fine record of war service to its credit. It is as follows:—"Gibraltar, 1704-05," "Dettingen," "St. Lucia, 1778," "Dominica," "Vimiera," "Corunna," "Salamanca," "Pyrenees," "Ni-velle," "Nive," "Orthes," "Peninsula," "Waterloo," "Punjab," "Mooltan," "Goojerat," "Sevastopol," "Lucknow," "Egypt, 1882," "Tel-el-Kebir," "Nile, 1884-85," "South Africa, 1899-1902," "Paardeberg."

As the following records will show, practically all the officers now in the Battalion have seen service on the field of war:—

Lieut. Col. H.D. Tason—Entered the service 1888. Served in the S. A. War 1899-00—operations in Natal 1899; Relief of Ladysmith, including action at Colenso; operations of 17th to 24th Jan. 1900, and action at Spion Kop; operations of 5th to 7th Feb. 1900 and action at Vaal Kranz; operations on Tugela Heights 14th to 27th Feb. 1900, and action at Pieters Hill; operations in the Orange Free State, May 1900; operations in Cape Colony, south of Orange River 1899; operations north of Orange River May 1900; Queen's medal with 5 clasps.

Major P. B. Norris—Entered the service 1889; promoted Lieutenant 1892, Captain in 1898, Major in 1906.

Major H. S. P. Simon—Entered the service 1893. Served in the operations on N. W. Frontier of India 1897-8; with Tirah Expeditionary Force; medal with 2 clasps.

Capt. G. C. Tracey—Entered the service 1899. Served in S. A. War 1901; Queen's medal.

Capt. H. N. B. Harrison—Entered the service 1899. Served in the S. A. War 1900-02—operations in Natal March to June 1900 including actions at Belfast, 26th and 27th Aug., and Lydenberg 5th to 8th Sept.; operations in the Transvaal Nov. 1900 to May 1902. Queen's medal and 3 clasps; King's medal and 2 clasps.

Capt. A. W. Stericker, Adjutant—Entered the service 1899. Served in the S. A. War 1899-20. Present at the relief of Kimberley; operations in Orange Free State, Feb. to May 1900, including operations at Paardeberg 17 to 26 Feb., actions at Poplar Grove and Driefontein; operations in the Transvaal, May and June 1900, including actions near Johannesburg, Pretoria and Diamond Hill, 11th 12th June; operations in the Transvaal east of Pretoria July to Nov. 1900, including actions at Belfast 26th and 27th August; operations in the Transvaal Nov. 1900 to May 1902; mentioned in despatches. Queen's medal with 6 clasps; King's medal with 2 clasps.

Capt. F. C. O. Rogers, entered service in 1901.

Lieut. G. L. S. Elbrox, entered the service 1901; Lieut. R. T. K. Hodge, 1902; Lieut. C. D. M. Garvia, 1905; Lieut. C. V. de G. Edey, 1905; Lieut. W. R. Barker, 1905; Lieut. A. W. Watson, 1907; Lieut. T. E. Biddle, 1909; Lieut. J. H. Bradney, 1909; Lieut. E. L. Paske, 1909; Lieut. E. N. Williams, 1910; Lieut. J. C. H. Brunt (1909); Lieut. W. G. Rawlinson (1910).

2nd Lieut. R. O. Blaygrove, R. P. Parkinson, S. L. Webber and E. K. Jenkins. Captain and Quartermaster W. Chubb, Sergeant Major F. J. Clarno and Bandmaster W. T. Roberts also accompany the battalion, which has a total strength of about 700 men.

\$500 BAIL.

Revenue officer Wilden charged a Chinese with unlawfully attempting to export 200 taels of opium, before Mr. C. D. Melbourne, at the Police Court, this morning.

Mr. Goldring, of Messrs. Goldring, Barlow and Morrell, appeared for the defence and asked for a formal remand with bail.

The case was remanded until Monday, bail in \$500 being allowed.

CIVIL SERVICE CHRISTMAS TREE.

The dismantling of the Civil Service Cricket Club's Christmas tree yesterday was, as usual, a memorable event. The Hon. Mr. W. Chatham and Mrs. Chatham were present. The tree was supplied by the afforestation department and had been dressed by members of the Club. It was erected near the club pavilion and was weighed down by good things. Over eighty children were present and all were sent away happy.

The toys were distributed by Father Christmas, (Mr. C. Bond,) and he was received with delight by the young people, each one of whom received a present. Other attractions took the form of coconut shies and the "man in tub" which was taken by Mr. Parkinson. Tea was provided, and the selections by the band of H.M.S. Minotaur greatly added to the afternoon's enjoyment.

VACCINATION PROSECUTION.

Where Does the Fault Lie?

A European named Alp, of the naval yard, was summoned to appear before Mr. C. D. Melbourne, at the Police Court, this morning, for failing to comply with a vaccination order in reference to his child born in September last year.

Defendant said the child was vaccinated in February by the Staff Surgeon during the plague scare. When the Authorities asked him for the certificate of vaccination he got a note from the Staff Surgeon and forwarded it by post to the Sanitary Department; that was in November last.

An official of the Sanitary Department said that no such certificate had been received.

Defendant said he could not account for that. His wife, two babies and himself were all vaccinated about the same time. He would see the Staff Surgeon again and obtain another certificate which he would forward to the Authorities.

The Sanitary Board official said this would satisfy his department, and his Worship instructed the defendant to send in the certificate as soon as possible.

LOTTERY TICKETS.

Big Haul in Queen's Road West.

Yesterday, the police raided the second floor of 333, Queen's Road West, and found a large quantity of type for the printing of lottery tickets, and also seized a large quantity of tickets already printed. The seizures were made by Inspector Dymond and Sergeant Adlington, and they arrested five men who were brought before Mr. Hazeland, at the Police Court, this morning.

After hearing the evidence, his Worship discharged the second and fifth defendants.

Inspector Dymond observed that there was a lot of this lottery ticket-printing done in the Colony. There was continual raiding and in this case a large quantity of material was seized.

His Worship said he thought there was somebody behind the first defendant.

Inspector Dymond said this was really a branch of the Macao lottery. The house in this case was only ten doors away from the Police Station and a big business was being done there. He thought there must be someone of means behind the men who bought all the material. Money was often given to people to prevent them giving information to the police, and owing to this fact it was very difficult for the police to catch them. He would ask for an example to be made.

His Worship fined the first defendant \$100 on the charge of printing or in default one month's hard labour, and, on the second charge of being in unlawful possession of the tickets, \$500 or in default three months, the sentences to run consecutively. The other two were fined \$50 each on the charge of printing and not guilty was returned on the second charge. The alternative was a month in each case. The materials seized were confiscated.

CHEUNG CHAU PIRACY.

Prisoners Charged To-day.

The man and two women who were arrested at Macao in connection with the piracy attack on Cheung Chau were brought before Mr. Hazeland, at the Police Court, this afternoon. Mr. P. M. Hodgson, the assistant Crown Solicitor, prosecuted. The case was in charge of Inspector Watt.

Mr. Hodgson, in outlining the charges, went into the details of the attack, which are known to readers of the "Telegraph." These people (defendants) were not the ringleaders of the gang but they were connected with them in this way; they were arrested on board a junk, which it would be proved was undoubtedly the junk that went to Cheung Chau. It would be proved that these people belonged to the junk and were arrested on board it, at Macao. The junk was not an ordinary junk exactly—it may have been once. It was fitted out for the purposes of piracy. These facts went to show that defendants were connected with piracy. On the junk in question, there were traces of dead men on corpses. He would prove to the Court that certain coffin makers were engaged to make coffins and ordered to remove the bodies of two persons from this junk.

These, the Court would be told, were the bodies of some of the robbers killed in the skirmish and fighting at Cheung Chau Island. He would also prove that the junk containing the gang that attacked Cheung Chau went in the direction of Macao after the attack. Chan Tak would tell the Court that he was kept on board the Lee Tak, along with the crew, battered down in the engine room for about five hours, and the engines were stopped. The robbers towed it away before they stopped the engines. Chan Tak was threatened to be held up for ransom but the robbers afterwards decided to let him go. He (Mr. Hodgson) thought that was a fair outline of the case.

Chan Tak spoke to being in the Police Station at Cheung Chau on the night of the attack. He was awakened from his sleep and when he saw the armed men, he tried to hide himself in a corner, he felt at first that he should jump in to the sea. He had gone to the station to collect Government rents. Two or three of the robbers came to the corner where he was hiding, and seized him. They took him to the other robbers and he was tied up. All the robbers were inside the station. One of the robbers asked him for the keys of the safe and he said they were with the sergeant.

The case was proceeding when we went to press.

SPURIOUS COINS.

A youth who had some success at changing spurious coins—ten cent pieces—was eventually caught by a Chinese shopkeeper at whose establishment he had changed three in his absence when he purchased cigarettes at one cent a packet. At the Police Court, this morning, he was charged with being in possession of coins representing to be Hongkong money, and also with uttering, and Mr. C. D. Melbourne sentenced him to three weeks' hard labour on each charge. Sergeant Pitt proved the charge.

NO PERMIT.

Yesterday a Chinese was about to land at the Harbour-master's Wharf with a revolver and ammunition in his possession for which he had no permit, when L. Sgt. Wills introduced himself to the newcomer and asked for his permit. This could not be produced and in consequence, L. S. Wills brought him before Mr. Hazeland, at the Police Court, this morning, and he was fined \$250 or in default two months. The fine was paid.

"At Home"

Members of the Kowloon Bowling Club will be "at home" tomorrow on the occasion of the closing of the green.

BELIEVED THE DEFENCE.

Judgment in an Interesting Case.

This morning, the Puineu Judge, Mr. Justice Gompertz, in the Summary Court gave judgment in the case in which a man named Ko Chun-pun sued Chan Yau to recover the sum of \$950 alleged to be money lent under a borrowing note.

Mr. P. W. Goldring appeared for the plaintiff and Mr. W. B. Hind for the defendant.

At the hearing of the case on December 18 plaintiff said that at a dinner in a brothel on April 4 of this year, his host handed him \$1,500 for safe keeping. Defendant seeing the money pass asked the plaintiff for a loan, and eventually succeeded in borrowing \$1,000 which he said he wanted, in order to go into business with a friend.

The case for the defence was that in fact no money passed between the parties, but was lost in gambling and that the note was given to cover the loss.

His Lordship said:—This is a claim for money lent. The defence is that \$800 of the claim represents money lost in playing p'ai kau a game of chance in which dice and dominoes are used and that the balance is for money lent to be used in playing that game. Very circumstantial evidence was given on both sides and it is common ground that the transaction took place in a brothel. I do not propose to review the evidence in detail. Had there been a jury I should have left the matter to them with the direction that they were to find for which ever party they believed, on the facts taken as whole; to be telling the truth. Putting the case to myself in the same manner, I have no hesitation in saying that I believe the defence, and I reject the story told by the plaintiff's witnesses. Having got so far, I have then to decide whether the defence proved, is good in law. In my opinion it is; as to the whole of this claim. It seems that act 13, Geo. II, Cap 19 makes illegal games played with dice. Money therefore lost at such a game cannot be recovered—the only consideration for the promise to pay is an illegal one. Again, money lent for the purpose of playing at an illegal game, cannot be recovered back. The lender is himself a party to the violation of the Statute.—McKinnell v. Robinson 3. M. and W. 434. I must give judgment for the defendant with costs.

"VERY HARD UP."

Solicitor who appeared as a Friend.

The fact that a man had engaged a solicitor to appear for him in court this morning was urged to be proof that he could pay his debts. The case, which came before Mr. Justice Gompertz in the Summary Court, was one in which a man was sued to recover the sum of seventy-five dollars for goods sold and delivered.

Mr. M. J. D. Stephens appeared for the plaintiff and Mr. Teo for the defendant.

Mr. Teo said his client admitted that the money was due and asked for an order that payment should be made by instalments. He offered to pay ten dollars a month.

Mr. Stephens said that the man ought to be ordered to pay the lot. If he could afford to engage a solicitor he could afford to pay the amount.

Mr. Teo said that his client was first mate on one of the vessels in the port which was running night and day so that he was unable to be present. Continuing he said:—I was on board yesterday and I am appearing to-day as a friend.

Mr. Stephens:—These solicitors don't appear for their friends so regularly; if they do they must be very hard up. (Laughter).

His Lordship suggested an order for twenty dollars a month, but Mr. Stephens asked for twenty-five.

Finally an order was made for the payment of the debt in instalments of twenty dollars a month, with leave to apply.

Appointed to the Hampshire.

The Admiralty announced that Naval Instructor G. V. Rayment has been appointed to the Hampshire, for instruction of midshipmen on China Station and as interpreter in Japanese, undated.

LOCAL SPORTS.

FOOTBALL.

Army v. Navy.

The Navy were defeated by three goals to nil in a match played on the ground of the Hongkong Football Club yesterday when a remarkable number of spectators assembled to witness the game.

The teams were represented as follows:—
Army:—Moore, goal; Colmer and Morrish backs; Palmer, Berry and Dwyer half backs; Vickers, Green, Pearson, Lindley and Alp, forwards.

Navy:—Keates, goal; Biggs and Matthews backs; Tutton, Johnson and Lumley, half backs; Walker, Burch, Phillips, Small and Frost, forwards.

The Army opened against a strong wind, but despite this they at once made up their minds to carry the mischief into their opponents' quarter. Keates was tried several times but he cleared with cleverness. The play was transferred but nothing came of the attempt. Eventually Green of the Army got through and netted the first goal of the match. The Navy made an effort to score but unfortunately Small shot wide. Once again the Navy goal appeared to be in danger but the cross-shot of Vickers had no luck, and a moment later Pearson headed over. The Navy tried hard to get within effective shooting range of the Army goal but their efforts were unrewarded. Just before half time:—Pearson scored for the Army. Score Army 2 goals. Navy nil.

In the second half the Navy again opened spiritedly but few opportunities of scoring were presented to them. There was a general scrimmage in front of the goal and out of the mix-up the ball was shot into the net. Final score:—Army 3 goals Navy nil.

CRICKET.

The two days match between the Hongkong C. C. and the United Services Recreation Club concluded yesterday after we had gone to press, the home team winning by an innings and 131 runs.

The scores for the second innings of the U.S.R.C. were:—

United Services—2nd Innings.	
Capt. Crawford c R. Hancock	4
b Bird.....	27
Capt. Robertson b Bird.....	28
E. R. A. Poole c Pearce b Bird.....	29
Eng. Lt. Smith c Anderson b Bird.....	29
Cpl. Dempsey c Pearce b Bird.....	2
Major Bowen b Anderson.....	5
C. P. O. Neil c Dodwell b Bird.....	6
Lt. Hutton b Anderson.....	2
Lt. Bagnall b Anderson.....	8
Lt. White b Anderson.....	0
Rev. Hastings not out.....	12
Extras.....	123
Total.....	123

Bowling Analysis.

O. M. R. W.	
R. E. O. Bird.....	16.3 1 46 6
S. H. Dodwell.....	8 1 39 0
R. N. Anderson.....	8 3 26 4

The following will represent K.O.C. at Kowloon to-morrow in a league fixture:—

J. P. Robinson, F. Sutton, K. R. Macaskill, W. E. Dixon, E. C. Smith, J. H. Mead, H. S. Rouse, F. J. de Rome, Capt. Wood, B. D. Evans, W. L. Weaver; reserve H. E. Scott.

The following will represent the Civil Service Cricket Club v. R. E. to-morrow on the C. S. C. Ground:—R. E. O. Bird, R. C. Whitwell, H. A. Cox, T. A. Biden, H. Poole, E. Read, A. O. Brown, A. R. Sutherland, T. W. Hamilton, P. Jacks, R. C. Barlow.

Medical Visitors.

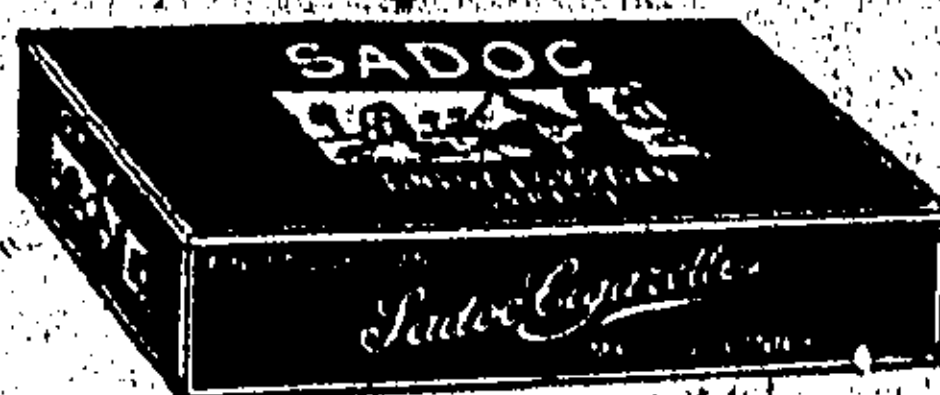
Dr. Bersinger, and his brother Dr. Carl Bersinger, have arrived in the Colony from Singapore, and intend making a few days' stay here.

Body Found.

The body of an unknown male aged 35 years has been found on the foreshore at Kennedy Town. The apparent cause of death was drowning.

The Fire at the Portuguese Consulate.

The Hongkong Electric Co. inform us that the fire at the Portuguese Consulate was not due to the fusing of electric wires. At the time of our going to press yesterday this was thought to be the case.



SADOC EGYPTIAN CIGARETTES.

A NEW BRAND

Which has proved a great success in cigarette manufacture.

FINEST QUALITY.

SIZE No. 1, per 100 ...\$4.25

" " 2, " " ...\$3.75

KRUSE & CO.

BLUEJACKETS' UNIFORM.

How the Popular Costume Evolved.

That the uniform of our Fleetmen is picturesque is universally agreed, for it has been copied, chiefly for that reason, by several "modern" navies, Japan, Germany, and others. It appeals to us as an exchange as being in keeping with the good-tempered, devil-may-care character which tradition has bestowed on its wearers, and it would be regarded as almost a national calamity were there ever a rig issued other than the one to which we are so accustomed. Therefore it is but natural to consider how the uniform has arrived at its present stage of evolution, and in what manner its distinctive features came into being. We have a hazy idea that, similar to most British institutions, it contains a good deal which is a survival from the past and has outlived its utility. Father, the answers to these questions should also provide some good reasons as to why it is still continued in its present form, for it is obvious that the wide trousers, cord lanyard, black scarf and loose collar are not the best possible for moving about in amongst the various machinery which is to be found in all parts of a modern warship. While most incongruous of all, and what has puzzled many, is its name, "Bluejackets' uniform," whereas there is nothing approaching a jacket about it!

Nelson Mourning Scarf. We will first consider the three rows of white tape round the edging of the blue collar and the black silk scarf knotted in front, as they both owe their origin to the same illustrious person. The former are in commemoration of Lord Nelson's most famous victories, Copenhagen, the Nile, and Trafalgar and the scarf is a token of perpetual mourning for the same great admiral, no doubt, first worn as a spontaneous tribute by the seamen themselves, as uniform regulations were then non-existent, and has been retained ever since. When the scarf has become worn by long usage it serves a humbler office, being utilised to contain the seaman's personal belongings when on leave, forming the neat black bundle generally carried under the arm. The white cord lanyard, to which was attached a knife, is a survival of the days of masts and sails. Then it was a heinous offence to go aloft with a loose knife in the hand, as, if dropped, it would fall to the deck and maybe seriously injure a shipmate. The origin of the blue jean collar takes us back to before the days of Anson and Boscowen, when the seamen considered a pig-tail, well tarred and served with oakum, to be the height of nautical fashion. If this appendage rested on the frock or jacket the latter would naturally soon be dirtied and spoilt; therefore a detachable collar was worn which could be washed when necessary. To-day it still serves the same purpose when carrying an oily rifle, or wet oar over the shoulder.

Toulon and Toulouse Riddle. We have all, no doubt, heard the witticism relating to the resemblance between a sailor trousers and two French towns, Toulon and Toulouse. That they are too long is greatly a misconception, the fulness with which they are

To-day's

Advertisements

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IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd of Jan., 1913, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of Jan., at 9.30 A.M.

All claims must reach us before the 9th of Jan., 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

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General Agents.

Hongkong, 26th Dec., 1912. 1007

THEATRE ROYAL

CITY HALL,

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SATURDAY, JAN. 4th, 1913.

at 9.15 p.m.

Under the distinguished patron-

age of H.E. the Governor

and Lady MAY.

CONCERT

By the famous

RUSSIAN BARIitone

EUGENE OSSIPOFF

from the Grand Opera at

Moscow.

Kindly assisted by

Mrs. F. J. Hunter, Mrs. W. Gask,

Mr. S. H. Dodwell, Major

F. J. Hunter, George Lam-

bert, Emil Danenberg.

Admission \$3.00.

Booking at ROBINSON'S.

NOTICE.

KOWLOON BOWLING GREEN

CLUB.

MEMBERS of above will be at

Home to-morrow (Saturday)

from 3.30 p.m. on the occasion of

the closing of the Green when the prizes

will be presented. Ladies and friends

will be welcomed.

T. J. TAYLOR,

Secretary.

Hongkong, 26th Dec., 1912. 1006

DAIRY FARM NEWS.

So you are tired reading our Charles Lamb Roast Pig Ad. Eh? All right here is another.

REAL GERMAN SAUSAGE.

Nine different kinds now ready.

SCHINKENWURST
MORTADELLA
ZUNGENWURST
BLUTWURST

LEBERWURST
WIBNER
FRANKFURTER
BRESLAUER

KNOBLAUCHWURST.

You succeed in business in direct proportion as you love that business—and know how. We all love German Sausage and WE know how to make them.

Freshly prepared—under expert supervision—from GOOD, CLEAN, WHOLESOME food stuffs.

When you tire of this lot, we will have more from which you may select. A different variety for each day in the month.

JAS. BUCHANAN & CO'S WHISKIES.

RED SEAL.

TANDEM.

ROYAL

HOUSEHOLD.

BLACK AND

WHITE.

PIL BALD.

SPECIAL

LIQUEURS.



GARNER, QUELCH & CO.

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LANE, CRAWFORD & CO. PIANOS

SPECIALLY CONSTRUCTED

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THE BEST MAKERS

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NEW STOCK OF CANDLE SHADES IN LATEST DESIGNS.

SONGS; WALTZES, TWO STEPS, RAGS.

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PERFECTION SCOTCH.

Has a World

Wide re-

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excellence

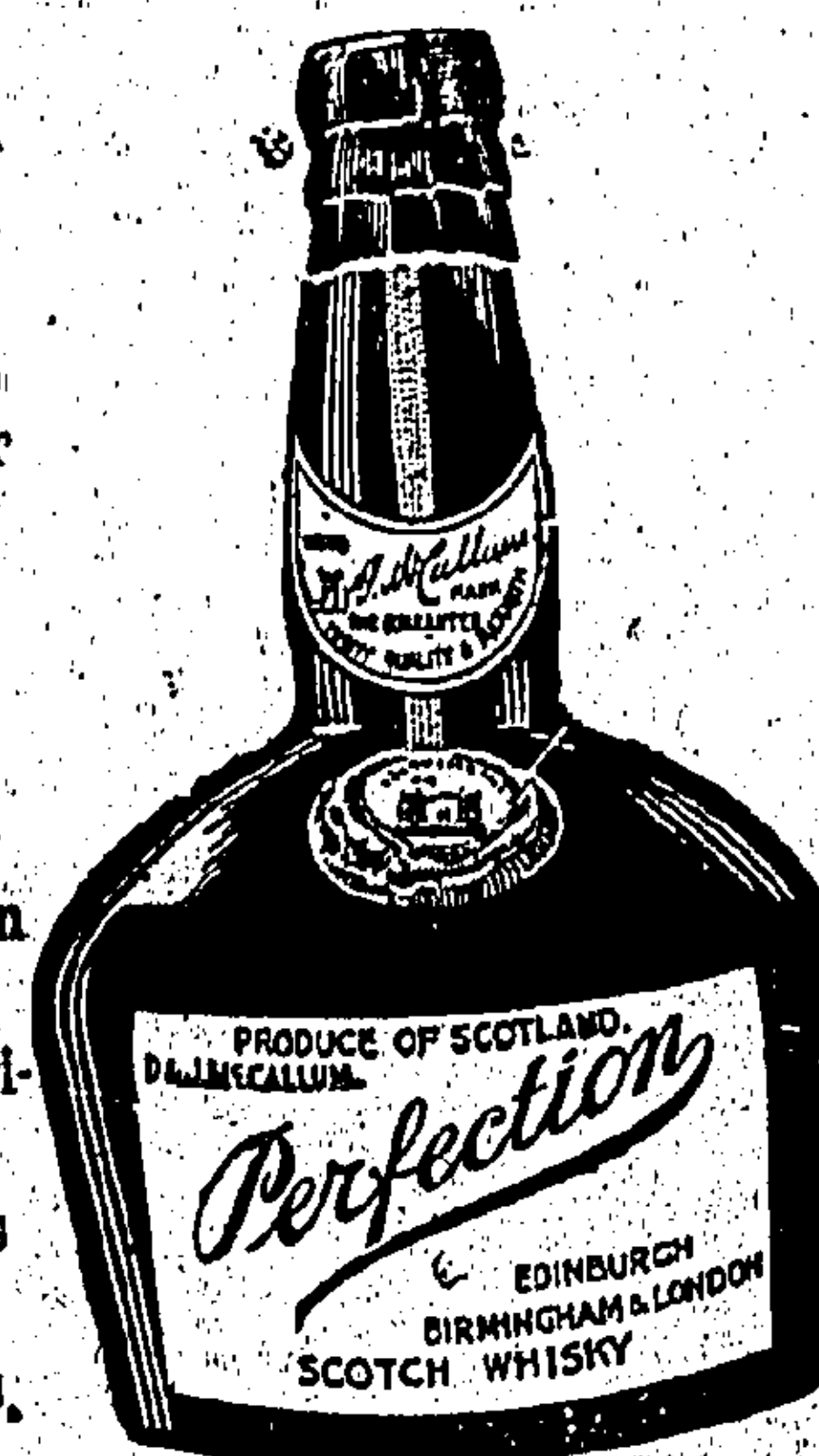
of quality

founded on

the experi-

ence of its

consumers.



Is free from

the smoky

taste of

Ordinary

Scotch and

possesses

A body and

smoothness

of flavour

that cannot

be equalled.

Consistency of Quality Guaranteed.

Price per doz. Quarts, Duty Paid \$21.00.

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Hongkong, 26th December 1912

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ROYAL MAIL STEAMSHIP LINE "EMPEROR LINE."

Sailings from Hongkong and St. John, N. B.
"E. of India" ... Satur. Jan. 11 "E. of Ireland" ... Fri. Feb. 7
"E. of Japan" ... " Feb. 8 "E. of Ireland" ... Mar. 7
"Monteagle" ... March 8 "E. of Ireland" ... April 4

All steamers leave Hongkong at 7 a.m.
To Vancouver, U.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On
MANILA LOONGSANG Saturday, 28th Dec., 2 p.m.
SHANGHAI WINGSANG Saturday, 28th Dec., at daylight.
SHANGHAI KOBÉ & MOJI CHOYANG Sunday, 29th Dec., at daylight.
MANILA YUENSANG Saturday, 4th Jan., 2 p.m.
SINGAPORE, PENANG & CALCUTTA KUTSANG Friday, 10th Jan., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Leisang" and "Kamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.
Taking Cargo on Through Bills of Lading to Kaitai, Lahad Datu, Singapore, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
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THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
For Steamship DATE OF DEPARTURE
SHANGHAI KOBÉ & YOKOHAMA CARMARTHENSHIRE 14th Jan.
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LONDON & ANTWERP PEMBROKESHIRE 4th Feb.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
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AGENTS.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 27th DECEMBER.
10.00 p.m. "KINSHAN." 5.00 p.m. "HEUNGSHAN."
FRIDAY, 28th DECEMBER.
8.00 a.m. "FATSHAN." 8.00 a.m. "HONAM."
10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 5 p.m.
EXCURSION TO MACAO
SUNDAY, 29th DECEMBER.
The Company's Steamship, "SUI AN," will depart from the Company's WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WING LOK STREET WHARF.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.
CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANSION (FIRST FLOOR),
Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers and Displacement.	Sailing Dates.
EUROPE &c.....	KAMO MARU Capt. F. B. Sommer T. 16,000	WEDNESDAY, 1st Jan., at daylight.
EUROPE &c.....	AKI MARU Capt. B. Kon T. 12,500	WEDNESDAY, 15th Jan., at daylight.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, OHI, & YAMAGUCHI.....	AWA MARU Capt. Shimidzu T. 12,500	TUESDAY, 31st Dec., at noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	YAWATA MARU Capt. T. Sekio T. 7,000	WEDNESDAY, 16th Jan., at Noon.
N'BAKI, KOBÉ & YOKOHAMA.....	NIKKO MARU Capt. M. Yagi T. 9,600	WEDNESDAY, 12th Feb., at Noon.
KOBÉ & YOKOHAMA.....	KAGA MARU Capt. Tabusa T. 12,500	THURSDAY, 2nd Jan., at 11 a.m.
CALCUTTA via S'pore, Penang and Rangoon.....	COLOMBO MARU Capt. Kawashima Tons 6,000	WEDNESDAY, 1st January.
BOMBAY via Singapore and Colombo.....	KAMAKURA MARU Capt. T. Mori Tons 13,500	MONDAY, 6th January.
SHANGHAI, MOJI & KOBÉ.....	KAWACHI MARU Capt. A. Christensen T. 12,500	WEDNESDAY, 1st January.
SHANGHAI, KOBÉ & YOKOHAMA.....	TOSA MARU Capt. T. Sato T. 12,000	MONDAY, 6th January.

1 Cargo only.
2 Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	20th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.
For Steamers To Sail
HAIPHONG....."SUNGKIANG" ... 27th Dec., 10 a.m.
HONGKONG....."WUHU" ... 27th Dec., at Noon.
SHANGHAI....."LINAN" ... 28th Dec., M'night.
MANILA, CEBU & ILOILO....."KAIFONG" ... 31st Dec., 4 p.m.
TSINGTAU, WEIHAWEI, CHEFOO & DALNY "CHANGCHOW" ... 31st Dec., at Noon.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"
MAJILA LINE—Twin "Crown" Steamers—"Tao" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft; Electric Fans fitted.
SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Aichi, Ohashi, Linan, Chiharu), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.
NEW SERVICE.
SHANGHAI TO ANTUNG
Sailing on alternate Wednesdays.
For Freight or Passage apply to BUTTERFIELD & SWIRE.
Telephone No. 21.
Hongkong, 27th December, 1912.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	F. S. MacMurray	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 28th Dec., 4 p.m.
RUBI.....	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 7th Jan., 4 p.m.

For Freight or Passage apply to SHEWAN TOMES & CO. GENERAL MANAGERS
Hongkong 7th December, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.
Steamer From Expected on or about For Will leave on or about
Tijmanoeck.....JAPAN.....2nd half Dec.....JAVA.....2nd half Dec.
Tijmanoeck.....JAVA.....1st half Jan.....JAPAN.....1st half Jan.
Tijmanoeck.....SHANGHAI.....1st half Jan.....JAPAN.....1st half Jan.
Tijmanoeck.....JAVA.....2nd half Jan.....SHANGHAI.....2nd half Jan.
Tijmanoeck.....JAPAN.....2nd half Jan.....JAVA.....2nd half Jan.
Tijmanoeck.....JAVA.....2nd half Jan.....JAPAN.....2nd half Jan.
Tijmanoeck.....JAPAN.....2nd half Jan.....JAPAN.....1st half Feb.
The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 375.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.
SAN FRANCISCO LINE
Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration).
Steamer Tons Captain Date of sailing
S.S. "Nippon Maru" 11,000 A. S. Smith Jan. 1st, Noon.
S.S. "Tenyo Maru" 11,000 E. Bent Jan. 17th, Noon.
S.S. "Shinyo Maru" 11,000 H. S. Smith Feb. 11th, Noon.
These steamers are equipped with Turbine Engines and Triple Screw.
All steamers carry Japanese Government wireless telegraph and post office.
The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on TUESDAY, the 11th March, at Noon.
INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.
In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).
Steamer Tons Date of sailing
Kiyo Maru 17,500 Saturday, February 1, Noon 1913.
Bayo Maru 10,500 Thursday, April 8, Noon 1913.
Hongkong Maru 11,000 Wednesday, June 4, Noon.
For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent (KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws, 27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Hon-lulu (Via Paraflex of the Pacific). Through Service via New York to Europe.
SOME FEATURES OF SERVICE.
Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.
THE COST is not more by this route with its unparalleled opportunities, than by any other route.
For a return ticket to London the cost is £20, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £14. For the INTERMEDIATE SERVICE, SPECIAL RATES are provided for £11 to London (return ticket £14) and to San Francisco.
SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.
Steamers: Nile 11,000 Tons Starting, Dec. 31st, at 1 p.m.
Mongolia 27,000 " " Jan. 7th at 1 p.m.
Persia 9,000 " " Jan. 23rd at 1 p.m.
Korea 1,800 " " Feb. 4th at 1 p.m.
Passengers holding tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.
From HONGKONG. Arrive. Leave. Due
Hongkong. Manila. Hongkong.
Feb. 25 CHINA. Feb. 27. Feb. 21 MANCHURIA. Feb. 23
Mar. 13 NILE. Mar. 21. Mar. 8 NILE. Mar. 10
Apr. 13 PERSIA. Apr. 17. Mar. 16 MONGOLIA. Mar. 18
May 13 CHINA. May 16. Apr. 5 PERSIA. Apr. 7
Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier). FRED J. HALTON, Telephone No. 141
Hongkong, 6th September, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—18, DES VOGES ROAD, HONGKONG
SHANGHAI: 2-3, Foodchow Road. YOKOHAMA: 32, Water Street.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
[1] QUINCY CURTIS—LUDGATE HOUSE, LONDON, E.C.

LOG BOOK.

Notice to Mariners.

Langshan Crossing.—Intended alterations in Buoyage.—Notice is given that, on or about the 27th December 1912, the following alterations will be made in the buoyage of the Langshan Crossing, owing to recent changes in the channel.—The Waterman Bank Buoy will be moved and re-moored in 28 feet of water at low water of spring tides. From the new position of the Buoy, Fushan Pagoda will bear S. 25 deg. W., distant 1.71 miles. The Vine Point Buoy will be moved and re-moored in 28 feet of water at low water of spring tides. From the new position of the Buoy, Langshan Pagoda will bear N. 48° E., distant 8.4 miles. The Waterman Bank Upper Buoy will be moved and re-moored in 31 feet of water at low water of spring tides. From the new position of the Buoy, Langshan Pagoda will bear N. 53° E., distant 8.09 miles. The Upper Crossing Buoy will be moved and re-moored in 31 feet of water at low water of spring tides. From the new position of the Buoy, Langshan Pagoda will bear N. 53° E., distant 5.32 miles. The characteristics of these Buoys will remain unchanged. All bearings given are magnetic.

China Coast Gazette.
Mr. A. Murphy, second officer, Wosung, has gone second officer, Hangsang.
Mr. J. McN. Thomson, second officer, Hangsang, has gone acting chief officer, Kiangwo.
Mr. D. Mason, from leave, has gone second engineer, Loongsang.
Mr. C. J. Tacchi, second engineer, Loongsang, is on leave.
Mr. C. D. Nicol, from leave, has gone chief officer, Cheongshing.
Mr. W. G. Messenger, chief officer, Cheongshing, is on leave.
Mr. J. Kilpatrick, awaiting orders, has gone acting second officer, Wosung.
Mr. C. Campbell, chief officer, Kiangwo, has gone chief officer, Cheungwo.
Mr. W. D. McArthur, chief officer, Cheungwo, is on leave.
Mr. H. Good, from leave, has gone chief engineer, Suwoi.
Mr. W. Jackson, acting chief engineer, Suwoi, has gone second engineer, same ship.
Mr. E. Scott, acting second engineer, Suwoi, has gone third engineer, same ship.
Mr. R. Walton, third engineer, Suwoi, has resigned and joined the Kwangping.
Mr. F. Bennett, second officer, Shaohsing, has gone supernumerary, Hsin Peking.
Mr. E. Bignell, supernumerary, Hsin Peking, has gone second officer, Shaohsing.
Mr. J. Johnston, supernumerary, Hsin Peking, has gone acting chief engineer, Wuhu.
Mr. W. Jack, acting chief engineer, Hsin Peking, has gone second engineer, same ship.
Mr. A. H. MacDonald, acting second engineer, Wuhu, has gone third engineer, same ship.
Mr. W. H. Smithers, second officer, Kashin, has resigned.
Mr. A. A. Campbell, supernumerary, Hsin Peking, has gone second officer, Kashin.
Mr. N. C. Brodie, chief engineer, Tatung, gone chief engineer, Chennan.
Mr. A. Cumming, acting second engineer, Tamsui, has gone third engineer, same ship.
Mr. F. Leatham, acting third engineer, Tamsui, has gone fourth engineer, Luenyi.
Mr. J. J. Book, fourth engineer, Luenyi, has gone acting third engineer, Paoting.
Mr. D. Maitland, chief engineer, Chennan, has gone chief engineer, Paoting.
Mr. E. Allan, from leave, has gone second engineer, Tamsui.
Mr. F. McIntyre, chief engineer, Paoting, has gone supernumerary, Hsin Keking.
Mr. W. Harvie, second engineer, Kwangping, has resigned.
Mr. W. Best, third engineer, Kwangping, has gone second engineer, same ship.

Cancelled: The seconding of Lieut. W. V. Dickinson, South Wales Borderers, for service with the Army Signal Service has been cancelled.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD	HOMEWARD
For Shanghai, Kobe & Yokohama:	For Rotterdam, Bremen & Hamburg:
ALTMARK 3rd Jan.	S.S. BRASLIA 11th Jan.
SILESIA 14th Jan.	S.S. SAMBIA 16th Jan.
SUEVIA 27th Jan.	For Rotterdam, Bremen & Hamburg:
O. J. D. AHLERS 11th Feb.	S.S. FURST BULOEW 24th Jan.
SPEZIA 26th Feb.	For Havre, Bremen & Hamburg:
SENEGAMBIA 10th March	S.S. ARMENIA 25th Jan.
SITHONIA 23rd March	For Havre & Hamburg:
	S.S. ALTMARK 5th Feb.
	For Marseilles, Bremen & Hamburg:
	S.S. GOLDENFELS 7th Feb.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. H. W. Tallant will be
despatched for YOKOHAMA & KOBÉ on the 14th January, at daylight taking
cargo and passengers at current rates.

WESTWARD.

The S.S. "OKARA," 3291 tons gross, Capt. R. B. Hirst, will be des-
patched for SINGAPORE, PENANG and RANGOON on the 12th January
1913 at noon, and will be followed by the S.S. "UPADA," 5257 tons gross,
Capt. Logan, sailing hence on or about the 20th January 1913 at noon, taking
cargo at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215,
Hongkong, 21st December, 1912.

LOG BOOK.

The s.s. Luen Ho.

The twin-screw steamer Luen Ho, belonging to the China Navigation Company, Limited, London, has been sold to Far Eastern buyers. She is of 2,868 tons gross and 1,735 tons net register, and was built at Dunkirk in 1905, with dimensions 278-2 ft. by 42-0 ft. by 24-8 ft. Mishap to the Monmouthshire, "Shipping and Engineering" says that an accident occurred in the river at Shanghai, on December 14 when the P. & O. steamer Pera, which was swinging to the flood preparatory to going alongside the Hongkew wharves, fouled the steamer Monmouthshire, which was lying at the wharf. The stern of the Pera scraped along the Monmouthshire's side but fortunately without doing any damage beyond bending a few stanchions. The Pera sustained no damage.

The Ningpo Again.

The junk Ningpo, which put into Yokohama in distress after her third attempt to cross the Pacific, is reported to be still refitting at Shimizu. Preparations had been made to place the vessel in a mad dock to caulk her, but on November 30 heavy seas broke in the walls of the dock and it is estimated that further preparations will require another month. Most of the crew have left the ship and he will require to sign on a fresh number after repairs are completed.

Wages of Officers.

The Shipping Federation has been in communication with the various shipowners' societies throughout the country on the question of the wages and conditions of employment of masters and officers, and it is possible that a conference may be held in London to deal with the whole matter. It is, however, recognised that it would be inadvisable to hold such a conference unless it were of a thoroughly representative character, and attended by those connected with shipping at all the leading ports.

The Empress of Asia, which was launched on 23rd ult. from the Fairfield Shipbuilding

Yard, Glasgow, the quadruple-screw steamer Empress of Asia, which has been constructed for the Canadian Pacific Railway Company. The new vessel is of 15,000 tons, and a feature of her design is that she is of the cruiser stamp. She is intended for Japan and China service with Vancouver. The new steamer and her sister-ship, the Empress of Russia, will be the largest plying between the American Continent, Japan, and China.

For China Coast Service The Bombay and Persia S.N. Company's steel screw steamer Hosiene, 1,801 tons, has been purchased locally and will be run on the China coast. The purchaser is understood to be Mr. Wm. Harvie, second engineer of the K.M.A. steamer Kwangping and the vessel will be commanded by Captain Lennox, late of the China Navigation Co. The purchase price is stated to be £7,500. The Hosiene was built by Messrs W. Dobson & Co. of Newcastle in 1890 with dimensions, 249 ft. by 34-1 ft. with triple expansion engines of 168 N.H.P.

Hamburg-American Plans for Dock. San Francisco, November 17.—Mr. H. F. Dorgetch, Pacific Coast manager for the Hamburg-American Steamship company, said to-day that his company would close negotiations in a few days for docking facilities on San Francisco bay for a branch service of steamers between the Pacific Coast, the Orient and Europe. George Geise, the company's Shanghai manager, he said, will arrive here probably next week to complete the arrangements. Mr. Dorgetch's announcement follows a year's investigation made by the company of Pacific Coast commercial, hydrographic and dockage conditions. Options have been secured here on a number of possible sites for docks.

Malay Seamen in Trouble The steamer Monopthal, which arrived at Malta on 24th ult., had on board 18 Malay firemen who had been handed over to the master as prisoners by the British Consul at Algiers to be brought there for trial on a charge of having mutinied and attempted to kill Mr. Herbert Silby Rooker,

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Delta	P. & O. Co.	4 January
Havre and Hamburg, &c.	Sambha	H. A. L.	11 January
do do do	Altmark	H. A. L.	5 February
Rotterdam, Bremen and Hamburg, &c.	Fuerst Buelow	H. A. L.	24 January
do do do	Armenia	H. A. L.	125 January
Bremen and Hamburg, &c.	Brasilia	H. A. L.	5 January
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Dunero	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste, Fiume, Venice via Singapore, &c.	Persia	S. W. & Co.	31 Dec., about
Marseilles	Goldenfels	H. A. L.	7 February
Marseilles, London & Antwerp via Singapore, &c.	Kamo Maru	N. Y. K.	1 January
Trieste via Singapore, Penang & Colombo, &c.	Koerber	S. W. & Co.	19 January

New York, San Francisco and Canada.

New York, via Suez Canal	Schuykill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Nile	P. M. Co.	31 December
do do do	Mongolia	P. M. Co.	7 January
do do do	Nippon Maru	T. K. K.	11 January
Victoria, Vancouver, &c.	Ookley	Bank Line	End of December
Victoria, B.C., and Tacoma via Keelung, &c.	Panama Maru	O. S. K.	4 January
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. B. Co.	11 January
Vancouver	Monteagle	C. P. B. Co.	8 March

Australia.

Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Prinz Waldemar	M. & Co.	28 December
do do do	St. Albans	G. L. & Co.	4 January
do do do	Yawata Maru	N. Y. K.	15 January

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do	Tjinhai	J. O. J. L.	Quick despatch
Singapore, Penang and Calcutta	Thongwa	D. S. & Co.	30 December
Singapore, Penang and Rangoon	Okara	J. M. & Co.	12 January
Singapore, Penang, Rangoon and Calcutta	Colombo Maru	N. Y. K.	1 January
Bombay via Singapore and Colombo	Kamakura Maru	N. Y. K.	6 January
Kudat and Sandakan	Borneo	M. & Co.	Middle of January
Japan	Tjiliwong	J. O. J. L.	Quick despatch
do	Timanook	J. O. J. L.	Quick despatch
Yokohama and Kobe	Faltala	J. M. & Co.	14 January
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwarts	S. W. & Co.	30 Dec., about
Kobe and Moji	Arratoon Apar.	D. S. & Co.	30 December
Kobe and Yokohama	Coblentz	M. & Co.	7 Jan., about
do do do	Kaga Maru	N. Y. K.	2 January
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	15 January
Kwang-chow-wang and Haiphong	Si-Kiang	M. M. Co.	1 January
Tsingtau, Weihaiwei, &c.	Changchow	B. & S.	31 December
Swatow	Haimun	D. L. & Co.	29 December
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	31 December
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	1 January
Manila	Loongsang	J. M. & Co.	28 December
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	28 December
do do do	Rubi	S. T. & Co.	7 January
Shanghai, Kobe and Moji	Dilwara	D. S. & Co.	24 December
Shanghai, Kobe and Yokohama	Carmarthenshire	J. M. & Co.	14 Jan., about
do do do	Dumbas	M. M. Co.	30 December
do do do	Altmark	H. A. L.	3 January
Shanghai, Moji, Kobe and Yokohama	Sunda	P. & O. Co.	30 Dec., about
Shanghai	Tjilatjap	J. O. J. L.	Quick despatch
do	Tjibodas	J. O. J. L.	Quick despatch
do	Tjikini	P. M. Co.	Quick despatch
do	Koerber	S. W. & Co.	5 January
do	Linan	B. & S.	28 December
do	Choyasang	J. M. & Co.	20 December
do	India	P. & O. Co.	2 Jan., about

To Sail

NORDDEUTSCHER LLOYD,
BREITENBURG.

IMPERIAL GERMAN MAIL
LINE.

FOR MANILA, YAP, MARONN,
FRIEDRICH WILHELM,
SHAFEN, BARAUL,
SAMRAI, BRISBANE
AND SYDNEY.

THE Steamship

"PRINZ WALDEM R." Captain H. Bremer (ready to load on Friday) will leave for the above places on 8 TURSDAY, the 28th Dec., at 5 p.m.

For freight or passage, apply to
NORDDEUTSCHER LLOYD,
MELOERS & CO.,
General Agents,
Hongkong, 24th Dec. 1912. 1005

Chief officer of the British oil tank vessel Cayaboga, to which the prisoners belonged. The master of the Cayaboga handed over the second officer, Mr. Arthur Floyd, who, acting in self-defence, shot and killed one of the mutineers. After a judicial inquiry two of the mutineers were sentenced to 24 weeks' and the rest to 18 weeks' imprisonment. All the prisoners strongly resented the findings of the Court, and assumed such a threatening at-

To Sail

Hongkong—New York.



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.

HONGKONG-NEW YORK
(With liberty to call at the Malacca Coast)

British S.S. "SWAZI" on or about 11th January, 1913.

For freight & further information, apply to
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 2nd Dec. 1912. 1587

Attitude that police had to restrain them. The consideration of the case of Mr. Floyd was adjourned.

Captain Belgrave, 2nd Battalion Royal West Kent Regiment, who was garrison adjutant at Singapore recently, has been appointed adjutant of the 2nd Battalion of his regiment at Peshawar, India.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Philippines, Macao, Sui Tai.	Loongsang
Philippines, Australia, Shanghai, Europe, Shanghai.	Zafiro
	Prinz Waldemar
	Choyasang
	Ernest Simons
	Linan

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels
Shanghai, Chinwantao.	Ernest Simons
	Cheongshing

AMERICAN MAIL.

The T. K. K. s.s. Nippon Maru, arrives at Yokohama from Honolulu on the 24th inst., and is expected on the 3rd January.

The T. K. K. s.s. Tenyo Maru, left Honolulu for Yokohama on the 19th inst., and is due here on the 9th January.

FRENCH MAIL.

The M.M. s.s. Ernest Simons, with the outward French mail, will leave for Europe on the 28th inst., at 7 p.m.

The M.M. s.s. Caledonien, with the outward French mail, will leave for Europe on the 31st inst., at 1 p.m.

GERMAN MAIL.

The I. G. M. s.s. Yorck, which left here on the 27th ult. at 10 a.m. arrived at Genoa on the 23rd inst. at 7 p.m.

AUSTRALIAN MAIL.

The E. and A. str. St. Albans, from Sydney, left Port Darwin on the 2nd inst. for Timor, Manila and Hongkong.

The E. and A. s.s. Eastern, left Sydney on the 18th inst. for this port via Queensland and ports, Port Darwin and Manila.

The I. G. M. s.s. Prinz Sigismund, which left here on the 30th ult., arrived at Sydney on the 24th inst. at 7 p.m.

MERCHANT STEAMERS.

The s.s. Shimosa sailed from New York on the 24th ult., for Far East, via the Straits.

The str. Kansas, passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

The I. M. G. s.s. Coblentz, left Sydney on the 14th inst., at 11 a.m., and may be expected here on or about 6th January.

The T. K. K. s.s. Kiyo Maru, arrives at Yokohama from Honolulu on the 2nd January and is expected here on the 18th January.

The T. K. K. s.s. Kiyo Maru, arrives at Yokohama from Honolulu on the 2nd January and is expected here on the 18th January.

The s.s. Glenroy, passed the Suez Canal on the 20th inst. for Hongkong via Straits.

The P. & O. s.s. Sunda, left Singapore for this port on the 23rd inst., at 8.30 a.m., and is due here on the 30th inst., at about 6 a.m.

The American & Manchurian Line s.s. Kansas, left Sabang on the 22nd inst., and is due here on or about 30th inst., p.m.

The s.s. Pathan, arrived at Boston on the 20th inst.

The I. O. S. N. s.s. Cheongshing, from Chinwantao, is due at Hongkong on the 28th inst.

The I. O. S. N. s.s. Fooksang, from Calcutta, is due at Hongkong on the 2nd January.

The Indra Line s.s. Indramayo, from New York, is due at Hongkong on the 31st inst. She left Sabang on the 20th inst.

The B. I. S. N. s.s. Faltala, from Rangoon, is due at Hongkong on the 5th January.

The H. A. L. s.s. Altmark, left Singapore on the 26th inst., a.m., and may be expected here on or about 1st January.

The Apear s.s. Arratoon Apear, from Calcutta, left Singapore on the 24th inst., p.m., and may be expected here on or about 30th inst.

VESSELS IN PORT.

Steamers.

Anping, Chi s.s., 1,412, MacKinnon, 23rd Dec., Canton—C. M. N. Co.

Awa Maru, Jap. s.s., 3,911, R. Shimidzu, 22nd Dec., Shanghai 19th Dec., Gen.—N. Y. K.

Borneo, Ger. s.s., 1,344, F. Sembill, 24th Dec., Sandakan—M. & Co.

Daigi Maru, Jap. s.s., 846, Y. Schmokawa, 25th Dec., Swatow 24th Dec., Gen.—O. S. K.

Eiger, Nor. s.s., 1,875, E. Fingalson, 22nd Dec., Haiphong and Hoihow 21st Dec., Gen.—J. & Co.

Empress of India, Br. s.s., 5,940, A. Halley, 21st Dec., Vancouver, B.C., 28th Nov., Mail & Gen.—C. P. R. Co.

Fitzgerald, Br. s.s., 2,332, J. H. Blair, 25th Dec., Moji 21st Dec., Fish and Flour Order.

Halvard, Nor. s.s., 1,056, C. Andersen, 21st Dec., Bangkok and Hoihow 20th Dec., Gen.—Chinese.

Hongkong, Br. s.s., 743, Cornelissen, 25th Dec., Haiphong and Pakhoi 23rd Dec., Gen.—Marty.

Irene, Chi. s.s., 827, Baines, 25th Dec., Canton—25th Dec., Gen.—C. M. S. N. Co.

Kashig, Br. s.s., 1,134, Lewis, 22nd Dec., Canton 21st Dec., Gen.—B. & S.

Kathe, Br. s.s., 1,207, H. Frandsen, 25th Dec., Guaymas (Massac) 15th Nov., Ballast—Order.

Keemun, Br. s.s., 5,871, R. Cowradi, 26th Dec., Seattle via Japan 27th Nov., Gen.—B. & S.

Loongsang, Br. s.s., 1,093, Leask, 24th Dec., Manila 21st Dec., Hump and Gen.—J. M. & Co.

Laertes, Br. s.s., 1,320, Wawn, 5th Dec., Saigon 22nd Nov., Gen.—Wo Fat Sing.

Linan, Br. s.s., 1,354, Williams, 25th Dec., Shanghai 22nd Dec., Gen.—B. & S.

Nile, Br. s.s., 3,156, G. L. Lapraik, 25th Dec., San Francisco 23rd Nov., Gen.—P. M. Co.

Ockley, Br. s.s., 2,928, R. W. Barrett, 23rd Dec., Seattle, U.S.A. 4th Nov., Gen.—B. L.

Ortério, Br. s.s., 4,105, R. J. Howie, 25th Dec., Vancouver, B.C., 22nd Nov., Gen.—Am. Trad. Co.

Petchaburi, Br. s.s., 1,372, Gosewisch, 19th Dec., Surabaya 8th Dec., Sugar—J. O. J. L.

Phranang, Ger. s.s., 1,021, H. O. Reher, 22nd Dec., Saigon 20th Dec., Rice—B. & S.

Shibetsu Maru, Jap. s.s., 2,378, T. Miyata, 23rd Dec., Moji 17th Dec., Coal—M. B. K.

Signal, Ger. s.s., 907, Christian, 25th Dec., Surabaya 14th Dec., J. & Co.

Suisang, Br. s.s., 1,760, Payne, 16th Dec., Java 5th Dec., Sugar—J. M. & Co.

Szechuen, Br. s.s., 1,143, Cowen, 25th Dec., Canton 24th Dec., Gen.—B. & S.

Teau, Br. s.s., 1,374, A. W. Outbridge, 20th Dec., Manila 17th Dec., Gen.—B. & S.

Thongwa, Br. s.s., 3,428, E. P. Fysh, 24th Dec., Kobe and Moji 20th Dec., Gen.—D. S. & Co.

Tsuru Maru, Jap. s.s., 2,085, D. Wakao, 26th Dec., Milko 20th Dec., Coal—M. B. K.

Tungus, Br. s.s., 1,039, Halvorson, 25th Dec., Saigon 20th Dec., Gen.—Kun Sung Lee.

Zafiro, Am. s.s., 1,024, F. S. Murray, 24th Dec., Manila 21st Dec., No-basco—B. L. & Co.

Cooked Ham 6140 per lb. Corned Beef, Pork and Beans. ALEXANDRA CAFE CO.

HOTEL LISTS.

Hongkong Hotel.	
Adair, Mr. and Larocque, L. E.	Mrs. Lowrie, S.
Ardern, J. S.	Lowndes, Mr.
Ball, Mr. and Mrs. J. L.	Mrs. F. S. MacGregor, N.
Barberini, E. T.	C. O.
Bargmann, F.	Mackenzie, A.
Baring, M.	MacLennan, D.
Bate, E. R.	G.
Beale, E. L.	MacIntyre, Mr.
Beaumont, G. A.	and Mrs. Neil.
Bellios, Mrs. E.	Macdonald, Mr.
R.	and Mrs. F. C.
Bena, G. A.	Macrae, Mrs.
Beaumont, R. C.	Marriott, Dr. O.
Binn, S. O.	Matheson, Mrs.
Blanch, Mr. and Mrs. T. and child.	Mrs. N. F.
Bradford, Miss Melcher, J.	Pauline
Busscher, O.	Mehta, K. B.
Campbell, A.	McConaughy, D. C.
Catlin, Harry	D. C.
Chalkley, Mr. & McKenny, Dr.	C. W. & Mrs.
Mrs. H. F.	C. W. & Mrs.
Chaplin, Mrs. Millard, P. H.	Mitchellmore, Mr. and Mrs.
Christie, P. N.	Mr. and Mrs.
Claxton, A. A.	E. V.
Cokely, T. J.	Monkman, Capt.
Cowan, Mrs. W. E.	Pomeroy, Miss S. P.
Crow, W. C.	Puckett, C. W.
Ehrens, Mr. & Mrs. H. C.	Reay, Miss F.
Fancher, F.	Remusat, Mr. & Mrs.
Fielding, H. M.	Mrs. & maid
Finlayson, Mrs. C.	Robbins, F. L.
Fisher, H. G.	Rule, Mrs. J. A.
Forrest, R. L.	Schmidt, Mr. & Mrs.
Forryth, Capt.	Seabury, Mrs. W. B.
Fowler, E. A. S.	Shaw, H. G.
French, Mrs. & child	Sibley, J. C.
Fuller, Denman	Skinner, C. F.
George, Mr. and Mrs. F. J.	Solomon, H. H.
Gibson, T. Camp	Sutherland, P. D.
Gibson, J. Com	Spittles, Mr. & Mrs. James.
Gough, G. C.	Square, Miss Stephens, W. A.
Gordon, A. G.	Stinson, E. T.
Gould, Mr. and Mrs. J.	Swift, Mr. and Mrs. G. H.
Gourgey, J.	Symons, Mr. & Mrs. A. P.
Gratama, D. M.	Trowbridge, Capt. G.
Griffith, F. T.	Vollbrecht, E.
Grimshaw, R. J.	Vollbrecht, Mrs. E.
Hall, Capt. T. P.	Watkins, H.
Harbord, W. R.	Watkins, C. E.
Harrison, A.	Webb, Mr. & Mrs. B.
Hatch, F. C.	Webb, Mr. & Mrs. B.
Heape, F. B.	Weich, T. C.
Herdman, A. E.	Whamond, D. A. C. M. G.
Hewett, Hon. E.	Whiting, A. B.
Hope, E.	White, Mr. and Mrs. H. L. H.
Howard, Mrs. J.	White, Mr. and Mrs. D.
Innes, Capt. R.	Winkler, Mr. & Mrs. A. F.
Judah, Mrs. A.	Wood, G. G.
Kelly, H. A.	Wright, S. S.
Klose, Dr.	Wright, Mr. & Mrs. J. F.
Komor, S.	Wood, E. M.
Lloyd, G. T.	Woodward.

Astor House.	
Arnold, J. B.	Kennedy, L.
Beal, J. P.	Laplace, P. A.
Bennett, F. M.	Lugebill, V.
Byan, M.	McKinney, C.
Bryot, L.	W.
Brown, J.	Miller, H. H.
Calvert, F. J.	Mitchell, J.
Carr, J. B.	Morton, Mrs. S.
Carpenter, Mrs. G. A.	Musso, F.
Chapman, John	Newman, J. C.
S.	Ortega, J.
Chenu, H. V.	Ossipoff, E.
Cherry, B.	Patterson, S.
Chilnevsky, B.	Pratt, W. E.
Chopard, F. A.	Presby, S. Allen
Cohen, A.	Scadoul, M.
Cuddy, E. A.	Scott, J. A.
Dorey, S. H.	Short, A.
Evans, Geo.	Shurtle, M.
Hoges, B. F.	Wheatley, M.
James, M.	Wood, H. O.
Jeanin, H. E.	Williams, F. E.
Jordan, Doctor	Williamson, C.
King, Miss M.	Woodward.

Oragieburn.

MARKET PRICES.

Hongkong, December 19, 1912.

BUTCHER MEAT.

Beef	
Beef Sirloin & Prime [Cut, -Meil Lung] Pa	lb. 18
" Corned, -Ham Ngau Yuk	" 18
" Roast, -Shiu	" 18
" Breast, -Nagu Lam	" 12
" Soup, -Tong Yuk	" 15
" Steak, -Ngau Yuk Pa	" 18
" do. -Sirloin Coton -Ngau Lau	" 28
" Sausages, -Ngau Ohsung	" 20
Bullock's Brains, -Know	per set 9
" Tongue fresh, -Ngau Li	each 45
" Corned, -Ham Ngau Li	" 55
" Head, -Ngau Tan	" 60
" Heart, -Ngau Sum	" 12
" Hump, Salt, -Ngau Kin	" 15
" Feet, -Ngau Kask	" 8
" Kidneys, -Ngau Yi	" 9
" Tail, -Ngau Mei	" 17
" Liver, -Ngau Kon	" 5
" Tripe (undressed), -Ngau To	" 5
Calve Head & Feet, -Ngau-chai-tau-kark	set \$1
Mutton Chop, -Yeung Poi Kwat	lb. 25
" Leg, -Yeung Poi	" 22
" Shoulder, -Yeung Shau	" 22
Pigs Chitlings, -Chu Ohong	" 24
" Brains, -Chu Know	per set 22
" Feet, -Chu Kark	lb. 12
" Fry, -Chu Chak	" 30
" Head, -Chu Tau	" 10
" Heart, -Chu Sum	each 10
" Kidneys, -Chu Yiu	" 8
" Liver, -Chu Con	lb. 30
Pork Chop, -Chu Pai Kwat	" 24
" Corned, -Ham Chu Yuk	" 25
" Leg, -Chu Pa	" 22
" Fat or Lard, -Chu Yip	set 22
Sheep Head and Feet, -Ye	Tau Kark each 7
" Heart, -Yeung Sum	" 9
" Kidneys, -Yeung Yiu	" 9
" Liver, -Yeung Con	lb. 25
Smoking Pigs, To Order -Chu Ch.	" 22
Net, Beef, -Sang Ngau Yau	" 18
" Mutton, -Sang Yeung Yau	" 25
" Veal, -Ngau Chai Yuk	" 18
" Sausages, -Ngau Chai Chaug	" 28

POULTRY.

Chicken	
Chicken, -Kai Chai	lb. 30
Capons, Large, Small, -Sin Kai	" 30
Ducks, -Ap	" 20
Doves, -Pan Kau	each 18
Eggs, Hen, -Kai Tan	per doz 24
Fowls, Canton, -Kai	lb. 30
" Hainan, -Hoi Nam Kai	" 28
Geese, -Ngai	" 25
Geese, Wild, -Shang-ho Yea Ngai	pair \$1-1.50
Musk Deer, -Wong Keng	each \$3.50
Hare, Shanghai, -Tu Chai	" 55
Partridge, -Che Khoo	" 60
Pheasant, -Shan Kai	pair \$1.45
Pigeons, Canton, -Pak Kup	each 30
" Hoihow, -Hoi How Pak Kup	" 28
Quail, -Um-Chun	" 13
Birds, -Wo Fa Cheul	dozen 22
Snipe, -Sa Choy	each 22
Turkeys, Cook, -Phor Kai Kung	lb. 65
" Hen, -Na	" 60
Wild Ducks, -Shai -Shang hoi Sui Ap	" \$1.10
Teal, -Sui Ap Chai	" 45
Wild Ducks Canton, -Sang-Shing Sui Ap	" 75

FISH.

Barbel	
Barbel, -Ka Yu	lb. 8
Bream, -Bin Yu	" 13
Canton Fresh Water Fish, -Hoi Sin Yu	" 13
Carp, -Li Yu	" 17
Catfish, -Ohik Yu	" 17
Codfish, -Mun Yu	" 16
Crabs, -Hai	" 18
Crabs, -Hai	" 15
Crabs, -Hai	" 15
Dab, -Sa Mang Yu	" 15
Dace, -Wong Mei Lun	" 11
Dog Fish, -Tui Tu Sa	" 8
Eels, -Ongor, -Hoi Mann	" 15
" Fresh water, -Tam Sin Yu	" 13
Eels, Yellow, -Wong Sin	" 24
Frogs, -Tien Kai	" 28
Garoupa, -Sek Pan	" 58
Gudgeon, -Pak Kup Yu	" 10
Herrings, -Tao Pak	" 18
Halibut, -Cheung Kwan Kup	" 29
Labrus, -Wong Fa Yu	" 15
Loach, -Wu Yu	" 23
Lobsters, -Lung Ha	" 24
Mackerel, -Chi Yu	" 18
Monk Fish, -Mong Yu	" 28
" Juliet, -Chai Yu	" 28
Oysters, -Sang Hoo	" 20
Parrotfish, -Kai Kung Yu	" 15
Perch, -Tau Loo	" 14
Pike, -Ka Paw Poong	" 18
Plaice, -Pan Yu	" 15
Pomfret, Black, -Hak Chong	" 20
Pomfret, White, -Pak Chong	" 20
Pawns, -Ming Ha	" 48
Ray, -Pai Pa Sa	" 8
Rock Fish, -Set Ka Kong	" 14
Sardines, -Chun Yu	" 78

肉食

Salmon	
Salmon, -Ma Yan Y	lb. 32
Shark, -Sa Yu	" 8
Skate, -Po Yu	" 9
Shrimps, -Ha	" 22
Snapper, -Lap Yu	" 16
Soles, -Tat Sa Yu	" 15
Tench, -Wan Yu	" 17
Turbot, -Cho How Yu	" 18
Turtles, small, fresh water, -Kork Yu	" 58
White Bait, -Ngau Yu Chai	" 1

FRUITS

Almonds	
Almonds, -Hung Yau	lb. 25
Apples (California), -Kam San Ping Kho	" 20
" (Chefoo), -Tin Chun Ping Kho	" 20
" Small, -Hoi Tong	" 20
" Custard, -Fan Lai Chi	each 12
Bananas, fragrant, Canton, -San Shing Heng Chiu	lb. 3
" (brides), -Macao, -San Heng Chiu	" 4
Chestnuts, Chinese, -Foong Lut	" 12
Carambola, -Yeung Tse	" 12
Cocconuts, -Yeh Tse	each 12
Lemons, China, -Ning Moong	lb. 8
Persimmons, America, -Kum San Ning Moon	" 8
Lichees Dried, -Lai Chi, small Stone	" 25
" Fresh	" 12
Limes, (Saigon), -Sai Kung Ning Moong	each 12
Mango, Manila, -Lai Shung Mong	" 12
Mangosteens, -San Chuk Tse	doz 5
Oranges, (Canton), -San-shing Tim Ohing	lb. 5
" Sweet	" 6
Pears, (American), -Kam San Shoot Lay	" 10
" (Canton), -Cooking, -Sa Lay	" 10
Peanuts, -Fa Sang	" 10
Persimmons Large, -Hung Ohie	" 8
Pine-apples, 1st quality, -Poon Ti Paw Law	each 8
" 2nd	" 6
Plantain, -Tai Chou	lb. 12
Plums, -Swatow, Hung Lai	" 13
Pumelo, Siam, -Chim Lo Yau	each 13
Shanghai, -Lo Kwat	" 12
Walnuts, -Hop Tuo	lb. 12
" Green, -Sang Hop Tuo	" 12
Water Melon, -Am, -Kom San Sai Kwa	each 14
" (China) Sai Kwa	" 14
Grapes, -Sang Po Tai Tse	lb. 20

VEGETABLES, &c.

Artichokes	
Artichokes, Shanghai, -Sheung-hoi Ah Ohi	lb. 8
Beans, (French), -Macao, -Oh Moou Pin Tau	" 12
" (French) Shanghai, -Sheung Hai Pin	" 10
" Sprout, -Ah Cho	" 6
" Long, -Tau Ko	" 6
Beet Root, -Hung Ohoi Tau	each 6
Brinjals, Green, -Ching Yuen	" 6
" Red, -Hung Kerk	" 6
Cabbage, Chinese, com, -Kai Choy	" 10
Cabbage Red, -Hung Yeh Choy	" 10
Cabbages, Shanghai, -Yeh Chai	" 10
Cane Shoots, bunch, -Kan Shun	lb. 10
Carliflower, Large size, -Tai Yeh Cho Fa	each 15
" Medium size, -Cheung Yeh Cho Fa	" 12
" Small size, -Sai Yeh Cho Fa	" 10
Carrots, -Kam Shum	lb. 8
Celery, Chinese, -Tong Kan Chai	" 5
" English, -Yeung Kan Chai	" 5
Chillies Dried, -Gon Lat Chiu	" 25
" Red, -Hung Far Chiu	" 15
" Green, -Ching Lat Chiu	" 10
Curry Stuff, English, -Kar Lee Chu Liu	" 10
Cucumbers, -Ching Kwa	" 8
Bitter Squash, -Fu Kwa	" 8
Garlic, -Que Tan	" 8
Ginger, young, -Sun Tse Keung	" 8
" old, -Lo Keung	" 8
Horseradish, Shanghai, -Lik Kan	" 12
Indian Corn, -Suk Mai	each 5
Lettuce, -Yeung Sang Chai	" 1
Water Cress, -Ma Tai	lb. 6
" Mandarin, -Kwai Lum Ma Tai	" 8
Mushrooms, Fresh, -Sang Cho Koo	" 1
Mush Melon, Amer, -Kam-san Hong Kwa	each 14
Okros, -Kam	lb. 14
Onions Bombay, -Yeung Chong Tau	" 8
" Green, -Sang Chong	" 5
" Shanghai, -Shang-hoi Ohong Tau	" 6
Papaw, 1st qual, -Tai Man Sau Kua	each 10
" 2nd	" 8
Parley, -Kun Cho	" 8
Green Peas, -Ching Tau	lb. 15
Potatoes, Sweet, -Fan Shu	" 3
" Shanghai, -Shang-hoi Shu Tse	" 3
" Japan, -Yat Poon Shu Tse	" 8
" American, -Fa Ki Shu Tse	" 8
" Poochow, -Foo-chow Shu Tse	" 8
Pumpkin, -Tong Kwa	" 3
Radish, -Hung Lo Pak Tai	" 5
Rhubarb (Fresh), -Tai Wong	" 1
Sage, -Tao So	" 8
Shallots, -Gon Chung Tau	" 8
Spinach, -Yin Chai	" 6
Tomatoes, -Fan Ker	" 6
" Wun Tan	" 4
" Punt, (Long), -Lo Pak	" 4
" English, -Yeung Lo Pak	" 4
Vegetable Marrow, -Chit Kwa	" 1
" (American), -Kam-san Chit Kwa	" 14
Water Cress, -Sai Yeung Chai	" 14
" Lily root, -Lin Ngau	" 6
Yam, -Ta Shu	" 5

菓子

菓子

菓子

Notices

TURCO-EGYPTIAN

TOBACCO STORE.

JUST ARRIVED A CONSIGNMENT OF AMERICAN MILK CHOCOLATES. ALSO TURKISH CIGARETTES, IN BOXES OF 100, 50 AND 20.

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

THE Steamship

"NILE"

FROM SAN FRANCISCO, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for counter signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board after THURSDAY Dec. 26th, 1912, at noon will be subject to landing and storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown MONDAY Dec. 30th, 1912 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at time of delivery to consignees and sign for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Jan. 25th 1913, otherwise they will not be recognised.

FRED J. HALTON, Agent

Hongkong, 27th Dec. 1912. (1002)

FROM EUROPE.

THE H. A. L. Steamship

"ARMENIA"

Captain Botham, having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-

Optional Cargo will be carried on signed notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo:—

ex S.S. "Bolivia" from Havre.

"Nagador" from Portimao.

"Far" from Abus.

"Courier" from Drammen.

"Frans" from Abus.

"Norge" from Göteborg.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 26th Dec. 1912. 1896

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 26th Dec., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Hongkong, 26th Dec. 1912. 1894

Consignee

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"THONGWA"

having arrived from the above Ports Consignees of cargo are hereby notified that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd. Agents

Tongkong, 24th Dec. 1912. (1001)

COMMERCIAL.

Fushun Coal.

The further extension of the market for Fushun coal has been occupying the attention of the S.M.R. Company as the output of coal increases. The Company is now shipping the coal to Korea and Formosa in addition to North China. The projected extension of sale to Japan proper has been abandoned, as it is considered inadvisable to open competition with the collieries in Japan proper and inexpect for a semi-Government company to

COMMERCIAL

London Rubber Market.

The East Asiatic Company's Daily Report for Dec. 16 says:—The market in London on Saturday continued easy. The closing prices were:—

Hard fine Para spot 4/6
Hard fine Para forward 4/6
First latex crepe, delivery next three months 4/5
Shanghai Bullion, December 20, 1912
Bar Silver d. 203.16
Mexican Dollars
Market Rate...Tls. 73.98
Dragon Dollars
Native Bank
Rate 73.0825
Copper Cash per Tls. 1.745
Shanghai Gold
Bars S'hai Tls. 338.1-2
Bar Silver Tls. 111.15
Native Interest
Sovereigns: Bk's.
Buying rate... \$9.19
Home Commercial and Produce Markets.

November 20.

The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is 4 1/2 per cent., and discount of four months' Bank bills 49-16 to 4-5-8 per cent. The Silver market has been very steady, the price of bars remaining at 20 1/2 throughout the week. In the Rubber share market the only interesting feature is the continued demand for promising shares of the "young producer" type; otherwise the market remains quietly firm. The report of the Peninsular and Oriental Steam Navigation Company has been issued. It indicates certain changes in regard to the management, but contains no reference to any schemes of amalgamation with other companies as so freely rumoured of late. The meetings have been held of Batavia Plantation Investments, Limited, and the Devon Estates (Malacca), Limited. In China Tea a fair business is passing at recent quotations. Coffee has met with fairly good demand, and steady rates were realised. In Sugar a firm tone has prevailed, and prices are rather dearer. Singapore Pepper has been dull, and White Pepper quiet and unchanged. Rice continues in the same quiet state, shippers being firm in their ideas. In Manila Hemp a good business has transpired at fully steady prices. Plantation Rubber has been firm and dearer, good average sheet being quoted at about 4s. 4d. per lb. Fine Hard Para is 4s. 6d. per lb. Straits Tin is 2228 1/2s. to 2227 5s. for cash, and 2226 10s. to 2227 for three months.

Home Articles of Export.

Manchester Goods.

Messrs. R. Haworth & Co., Limited, write in their weekly market report November 29:—A further advance of 17 points has taken place in American cotton, the closing quotation for Middling Spot being 7.00d. per lb. A very strong tone prevails throughout cloth circles, but the stiff advances which are being asked renders business very difficult to transact; in spite of enhanced quotations and the deeply sold condition of manufacturers, the turnover has reached fairly satisfactory dimensions. The raw material continues to forge ahead, with yarn and cloth correspondingly reaching a higher plane, whereas the advance in cases has stimulated buyers to prompt action, in others it has acted as a decided check. Although the Indian outlets are not operating on a full scale, the amount of inquiry continues fairly large under the circumstances, but little more than a sorting-up business has taken place. China offers have been numerous, and for bleaching cloths and fancies some fair lines are mentioned as gone through. Advances from the other side are favourable, and a steady increase in demand is looked for during the next few months.

Export of Silver from London.
Year. To China To Straits.
1902 203,800 ... 1,102,170
1903 310,000 ... 821,879
1904 512,792 ... 79,268
1905 888,847 ... 38,299
1906 430,700 ... 1,750
1907 497,350 ... 703,650
1908 741,400 ... 184,885
1909 1,900,000 ... 114,800
1910 1,459,000 ...
1911 980,800 ...
1912 1,449,000 ...
Same date
Last year 990,300

Entertainments

BIJOU.

9.15 MONSTER 9.15
XMAS PROGRAMME

THE SHEPHERDESS
(Played by Children.)
Current Events.
Ulster Day in Belfast.
Wallace Memorial at Paisley.
Great Fire at New Jersey

THE FOLLIES IN
NEW SONGS AND STUNTS.
Madames Swift, Spencer, Rowley
in All New Turns.

7.15 PICTURES ONLY. 7.15

VICTORIA THEATRE.

THE PIONEER PLACE OF
ENTERTAINMENT OF
HONGKONG.
2 Performances:
7.15 Pictures only.
9.15 Full Programmes.

Wednesday & Holidays ... 5 p.m.
Saturday ... 4 p.m.
Sunday ... 6 p.m.
Magnificent Films.
The Charming
American Southerner
MISS NELLIE MAHER,
Refined Southerner.
Grande Matinee with Valuable Prizes
on 28th December, 1912
and 1st January, 1913
at 4 p.m.
Popular Prices.

Notices

Public Works Department.

No. S. 430.—The following particulars of 144 by tender of certain granite quarries in the Island of Hong Kong, and Kowloon and New Territories are published.
Sealed tenders, which should be clearly marked "Tender for Quarries," will be received at the Colonial Secretary's Office until Noon of Monday, the 6 January, 1913.
Tenders must be in form which will be supplied by the Director of Public Works upon deposit of a sum of \$10.
The Government does not bind itself to accept the highest or any tender.

Particulars and conditions of the letting by tender of order of His Excellency the Governor of the following lots of Crown Land in Hong Kong, Kowloon, and New Territories, for the purpose of Quarrying Granite for a period extending from the 10th January to 31st December, 1913.

Quarry Lot No.	Locality.	C. in Acres
1, 2, 3, and 4.	Ngau Chi Wan.	21.89
5.	Tat T-z Mei.	27.88
6.	Hok Un.	8.44
7.	Ma Ti.	1.94
8.	Jordan Road.	5.80
9.	Yanmat.	2.98
10.	Fuk Tsun Heung.	4.29
11.	Ngau Tan Kok.	2.0

NOTICE.

THE OFFICES of the Hongkong General Chamber of Commerce have this day been removed to the New Government Building (Post Office) 3rd Floor.
Hongkong, 24th Dec. 1912. [1008]

NOTICE.

WE have this day removed our offices to the New Government Building (Post Office) 3rd Floor.
LOWE, RINGHAM & MATTHEWS.
Hongkong, 24th Dec. 1912. [1004]

THE FAMINE IN CHINA.

IT WILL BE A PLEASURE TO HAVE THE Famine in China, with a map of 10,000 square miles, and a half million people, facing starvation.
PLEASE SEND YOUR CONTRIBUTION TO-DAY.
IT WILL HELP TO SAVE LIFE.
Treasurer, E.C. GULLAND, Esq.
Manager, International Banking Corporation, Shanghai.
Hongkong, 24th January 1913 [1170]

Entertainments

THEATRE ROYAL.
FOUR NIGHTS ONLY.

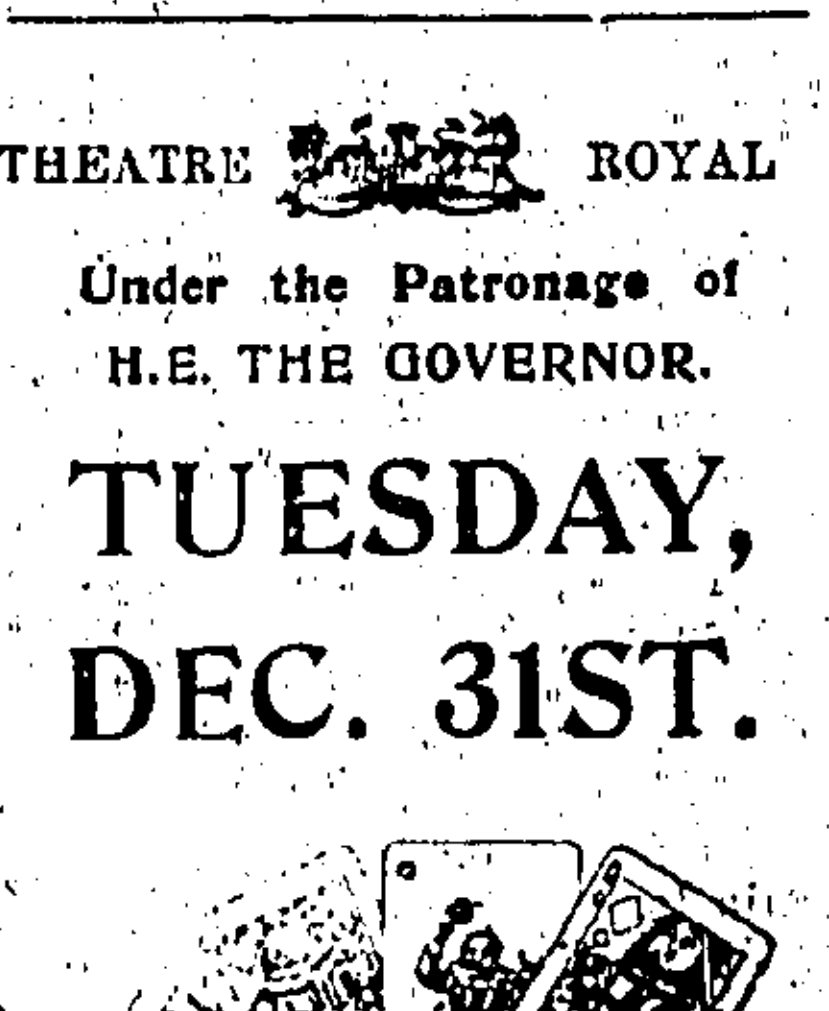
THE ORIENTAL THEATRICAL
CO. OF MANILA, P.I.,
PRESENTS
FERRIS HARTMAN,
And His Talented Co. including
Miss MUGGINS DAVIES and
WALTER DE LEON.

TO-NIGHT
The latest Comedy success
"A TRIP ABROAD"
SATURDAY, DECEMBER 28th
Walter De Leon's Great Success
"THE GIRL AND THE BOY."
MONDAY, DECEMBER 30th
By Special Request
"THE CAMPUS"
instead of the
"DREAM CITY."

Prices:—D. Circle \$3.50, O. Stalls \$1.00, Stalls \$3.00, Pit \$2.00, Gallery \$1.00.
Late Ca to the Peak.
Booking at MOUTRIE & CO.
Hon kong, 18th Dec., 1912. [988]

THEATRE ROYAL.

Under the Patronage of
H.E. THE GOVERNOR.
TUESDAY,
DEC. 31ST.



WATCH THIS SPACE.

THEATRE ROYAL.

RETURN VISIT OF THE
EMINENT ACTOR,
ALLAN WILKIE
AND FULL LONDON CO.
Including the Talented
Actress,
MISS FREDISWYDE
HUNTER-WATTS.

For Short Season
Commencing on Jan. 7th.

JANUARY 7th
A BUNCH OF VIOLETS
JANUARY 8th
CANDIDA
JANUARY 9th
THE LIARS
JANUARY 10th
Mrs. WARREN'S PROFESSION
JANUARY 11th
TWELFTH NIGHT
(Matinee)
SCHOOL FOR SCANDAL
(Evening)
JANUARY 12th
SALOME
JANUARY 14th
TAMING OF THE SHREW
JANUARY 15th
THE SECOND Mrs. TANQUERAY
JANUARY 16th
THE CARDINAL
JANUARY 17th
LADY WINDERMERE'S FAN
Curtain at 9.15 p.m. "Sharp."
Matinee at 3.00 p.m.

Prices: \$3.50, 2.00 & 1.00

Notice

GREEN ISLAND CEMENT

COMPANY LIMITED.

PORTLAND CEMENT

Is made of 375 lbs. net.
Is made of 250 lbs. net.
SHEW, N. TOMES & CO.,
General Managers.
Hongkong, 16th August, 1901 [14]

Banks

INTERNATIONAL BANKING

CORPORATION.

Held Office:—46, Wall Street, New York.
London Office:—35, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Shanghai, Yokohama.

Capital and Reserve:—\$10,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent., or for shorter periods at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS cashed.

George Hogg, Manager.
9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1912. [19]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... 30,000,000
Reserve Fund ... 17,500,000

Head Office.—YOKOHAMA.

Branches:—Antung-Hsien, Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, Harbin, San Francisco, Hankow, Shanghai, Kobe, Tientsin, Liao-Yang, London, Lyons.

Agencies at:—Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, Harbin, San Francisco, Hankow, Shanghai, Kobe, Tientsin, Liao-Yang, London, Lyons.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.
Hongkong, 1st April, 1912. [18]

Notices

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
1.45 p.m. to 1.55 p.m. " 10 min.
1.55 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 7.00 p.m. " 10 min.
7.00 p.m. to 8.10 p.m. " 15 min.
NIGHT CARS on W. & D. Days.
8.40 p.m. and 9 p.m. 8.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
1.45 a.m. to 12.00 noon " 15 min.
2.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 6.00 p.m. " 15 min.
6.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS on W. & D. Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexander Building, Des Voeux Road.

H. D. HUMPHREYS & SON, General Managers.
Hongkong, 3rd Nov., 1911.

THE CHINA PROVIDENT

LOAN AND MORTGAGE CO., LD.

(Capital Paid up, \$1,250,000.)

Lends on Mortgage of House Property, &c.

Advances made on Merchandise.

Advances made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR, OR WILL, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO., General Managers.
Hongkong, 12th March, 1909. [13]

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THE OFFICE OF TRUSTEE, EXECUTOR, OR WILL, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO., General Managers.
Hongkong, 12th March, 1909. [13]

Banks

HONGKONG AND SHANGHAI

BANKING CORPORATION

PAID-UP CAPITAL:—\$1,000,000
RESERVE FUND:—\$1,000,000
Selling 2,000,000 at 2/6
Selling 17,000,000 at 2/6
Selling 17,000,000 at 2/6

COUNCIL OF DIRECTORS:

F. H. ARMSTRONG, Esq., Chairman.
G. H. DODWELL, Esq., Deputy Chairman.
G. F. FRIEDLAND, Esq., W. L. PATTERSON, Esq.,
O. S. GUBBAY, Esq., Hon. Mr. C. H. ROY,
G. B. LAUREN, Esq., H. A. SLOAN, Esq.,
F. LEE, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STARR,
Active Manager.
SHANGHAI—A. C. STARR,
Lowest Bankers—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—LITMINT ALLOWED.

On Current Accounts at the rate of 4 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 5 1/2 per cent. per annum.
For 6 months, 6 per cent. per annum.
For 12 months, 6 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balance at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank, to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,650,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 11th April, 1912. [22]

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ... Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors.—Berlin.

Branches:—Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tainanfu, Taiping, Yokohama.

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.
Hongkong, 9th Oct., 1911. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid Up 562,000
Reserve Fund 365,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Hongkong, Kandy, Madras, Penang, Rangoon, Singapore, Siam, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. Jardine, Matheson & Co., Ltd.

BANKERS: Bank of England, London Joint Stock Bank, Ltd.

EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Exchange

Selling.	Buying.
T/T. 2/- 13/16	4 m/s. L/O 3/1 7/16
Demand 2/- 7/8	4 m/s. D/P 3/1 9/16
30 d/s 2/- 15/16	6 m/s. L/O 3/1 9/16
60 d/s 2/1	30 d/s. S'ney & Melbourne 2/1 11/16
4 m/s 2/1 1/2	30 d/s. San F'co & New York 51

MR. BRYCE'S RETIREMENT.

Too Much Literary Work to Do.

"The things that I came here to do are done. There are other things that I want to do in the time I have left, and I shall be glad of the opportunity to do them. I believe that a man should spend the evening of his life in his own country."

Something like this is what the British Ambassador, James Bryce, said to his friends in connection with the announcement of his retirement. Mr. Bryce, in his seventy-fifth year, still has much literary work to do, and wants to get about it. He may stay in Washington for several months, however.

Announcement of the Ambassador's resignation followed a series of rumours and official disavowals. It is admitted now that Mr. Bryce informed his Government in July, 1911, of his desire to relinquish his diplomatic post. It may be said with confidence that the Panama Canal protest has nothing to do with Mr. Bryce's retirement; the negotiations about the Panama tolls undoubtedly will be resumed soon, regardless of his resignation.

An American Institution. Concerning Mr. Bryce, the "New York Evening Post" says:

Mr. Bryce is an Englishman, but he is at the same time about the most popular American. When we stop to think of him officially, we remember that he is British Ambassador, but nothing can now prevent this country from regarding him as, somehow, an American institution. We can imagine another man in the British Embassy at Washington, but Mr. Bryce cannot be supplanted as a sort of life-ambassador to this nation, which he so wonderfully understands and which he has so greatly helped to understand itself. The announcement of his coming retirement inevitably causes wide regret. This is somewhat lessened by the assurance that his resignation is not to take effect at once. He wishes to leave the diplomatic estate clean for his successor, and may continue in Washington till the new President comes in. He passed some time ago the age-limit for Ambassadors in the British service, but his home Government was wise enough to see that years do not count in the case of a mind so alert and energetic as his, and made an exception in his favour. The exception was really in favour of this country, to which no higher compliment could have been paid by England than sending Mr. Bryce to Washington. "In general it may safely be asserted that his official work has been as successfully performed, in its own way, as his greater mission of unofficial intermediary between England and the United States."

His Official Work. How ably and delightfully he has played this last role, it is needless to argue in detail. No speaker on public occasions has been so much sought after as he. Before the American Bar Association, before historical and antiquarian societies, at chambers of commerce and at colleges, he has made addresses as a welcome and honoured guest, and throughout the land has made himself known to all sorts and conditions of men as a friend of this country, intelligent enough to admire her and brave enough to point out her shortcomings. In view of all this, it is simply laughable to read the Tory complaints that Mr. Bryce has not been a success in this country! Ask his diplomatic colleagues, above all, ten years from now, ask his successor, who will be a lucky man if, after prolonged and arduous labour, he is able to attain one-tenth part of the influence which Mr. Bryce had from the beginning of his Ambassadorship, and has since continually increased.

Although we must make up our minds to part with Mr. Bryce, we shall know that his friendship for this nation will continue undiminished, and that his amazing knowledge of our affairs will induce him to follow our future attempts to solve the present democratic problem with intense and unflinching interest. Retirement can mean for him only a change of mental activity. His life has been for information, and his power of interpreting it philosophically will go with him into his days of greater leisure, and will keep on making of his conversation and his writing that fine blending of instruction and charm which they long have been. Unbent by the weight of years, with a memory still wax to receive and marble to retain, so that all his vast stores of knowledge are readily at command, with hope for the world unquenched in his heart, the stoutest of convinced optimists, Mr. Bryce may go giving us, when freed from official cares, incisive studies and rich comments on the march of democracy.

BLUEJACKETS' UNIFORM.

(Continued from page 5).

worn over the feet giving that impression. That they are too loose does, alas, not spring from any interesting historical source, but is due to a very practical, every day reason. A seaman is constantly dabbling in water, such as boat work, washing decks, etc. and the width of his trousers allows them to be easily and quickly rolled up to the knee. To accomplish this with ordinary trousers would be extremely difficult, and when done they would be in a tight roll and hamper free movement. Lastly, as to the name Bluejacket; for many years previous to 1891, when they were abolished, a blue jacket adorned with a double row of mother-of-pearl buttons down the front, formed part of a seaman's rig. This now replaced by the serge frock, but the name still remains.

The One-Time Sea-Dandy. Unfortunately, from the artistic point of view, the uniform regulations of to-day are very strict, and no divergence is allowed from the standard pattern. But this preciseness is only of recent years, and at one time the "sea-dandy" had full scope for his fancies. We can well picture one of these worthies visiting a slop-dealer, after being paid off from a vessel, and then cutting a dash along the streets of Portsmouth. He buckled shoes, white trousers, tant in the hips and absurdly wide over the feet, brilliant checked shirt, round blue jacket with bright buttons like saucers, a low-crowned shiny tarpaulin hat, with the name of the ship painted on the ribbon, an enormous, well-attended pigtail down to his waist, and a gaudy scarf, knotted sailor fashion round his neck. The longer the ends of the hat ribbons, and of the scarf, the more baggy the trousers, and the larger the buttons on the jacket, the more likely in the mind of Jack was the eye of some fair damsel to be attracted.

Thus we have seen that the modern blue-jacket's uniform, so far from being the semi-humorous jumble which many imagine it is, consists of that which is eminent practical, or which is retained out of respect for and as a reminder of the glorious past. A uniform should not be regarded from the stand-point of utility alone, which, if designed on those grounds, would plain and unattractive, both to the wearers and the public. Let a man be well dressed, or, better still, distinctively dressed, and he will at once take a pride in himself, and the calling denoted by his uniform.

Interesting find at Kobe. Coolies who opened two stone graves belonging to old Japanese, who were buried about two hundred years ago at Kobe, found that the bodies, which had been embalmed, were in a state of perfect preservation. The old Amagasaki lord lay in almost lifelike freshness, dressed in the picturesque costume of an earlier day.

Russia and The Siberian Railway. The "Daily Telegraph's" Peking correspondent states that in settling the Mongolian affair Russia has determined to obtain railway connection with the Siberia Line to Urga, Kobodo and Uliassu Tai, with railroads at those places, free mining rights, and rectification of the frontier between Manchuria and Transbaikalia. On the Chinese side the position is vague owing to reports that elections have been postponed, and that the provisional Government remains unorganised.

POST OFFICE.

NEW YEARS HOLIDAY.

The Post Office will be open on Wednesday, the 1st January 1913, from 8 till 9 a.m. only. There will be one delivery of ordinary correspondence and one collection of letters.

The Money Order office will be entirely closed.

MAILS ARRIVED TO-DAY.

Singapore, s.s. Neleus. Swatow, s.s. Haimun.

MAILS VIA SIBERIA.

London Dec. 5. Shanghai Dec. 21. Dec. 6. Dec. 23.

MAILS CLOSE.

Pakhoi and Haiphong—Per Hongkong, 28th Dec., 9 a.m.

Philippine—Per Loongsang, 28th Dec., 1 p.m.

Macao—Per Sui Tai, 28th Dec., 1.15 p.m.

Philippine Islands—Per Zafiro, 28th Dec., 3 p.m.

Philippine Islands, Yap, Maroon, Fred, Wilhelmshafen, Rabaul, Herberstoke, Matupi, Samarai, Australia, Tasmania and New Zealand via Brisbane—Per Prinz Waldemar, 28th Dec., 4 p.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles—Per Ernest Simons, 28th Dec., 5 p.m.

Shanghai and North China—Per Choyseang, 28th Dec., 5 p.m.

Shanghai, North China (Europe via Siberia)—Per Linan, 28th Dec., 5 p.m.

Swatow and Shanghai—Per Wingsang, 28th Dec., 5 p.m.

Macao—Per Sui Tai, 29th Dec., 1.15 p.m.

Swatow—Per Haimun, 29th Dec., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per Dalgi-maru, 29th Dec., 9 a.m.

Straits, India via Calcutta—Per Thongwa, 30th Dec., noon.

Japan via Kuchintzu, Victoria, Tacoma, Vancouver and Seattle—Per Cyclops, 30th Dec., 2 p.m.

Formosa via Takao—Per Fukui-maru, 30th Dec., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 30th Dec., 5 p.m.

Manzanillo and Guaymas (Mexico)—Per Kathe, 30th Dec., 5 p.m.

Batavia, Semarang, Sourabaya and Macassar—Per Tjimanoeck, 31st Dec., 10 a.m.

Tsingtau, Weihaiwei, Chefoo and Daini—Per Changchow, 31st Dec., 10 a.m.

Shanghai, North China Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Nile, 31st Dec., noon.

Philippine Islands—Per Kaifong, 31st Dec., 3 p.m.

Swatow, Amoy and Foochow—Per Haimun, 1st Jan., 9 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 2nd Jan., 5 p.m.

Japan via Yokohama—Per A. Apoc, 3rd Jan., noon.

Philippine Islands, Australia, Tasmania and New Zealand via Darwin—Per St. Albans, 4th Jan., 10 a.m.

Shanghai, North China and Japan via Kobe—Per Fook-sang, 4th Jan., 10 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 3rd Jan., at 5 p.m.—Per Delta, 4th Jan., 11 a.m.

Philippine Islands—Per Xuan-sang, 4th Jan., 1 p.m.

Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 10th Jan., 8 p.m.

Japan via Yokohama—Per Fukui-maru, 13th Jan., 5 p.m.

SHIPPING NEWS.

ARRIVED.

Kachidate Maru, Jap. s.s., 2,128, Ohashi, 25th Dec.—Milke 18th Dec., Coal.—M. B. K.

Daito Maru, Jap. s.s., 1,295, Katayama, 26th Dec.—Port Arthur 19th Dec., Coal.—M. B. K.

Fukui Maru, Jap. s.s., 2,087, H. Tominka, 26th Dec.—Moji 20th Dec., Coal.—M. B. K.

J. B. Aug Kessler, Dutch s.s., J. V. Biesen, 26th Dec.—Tarakan 19th Dec., Bulk oil.—A. P. Co.

Prinz Ludwig, Ger. s.s., 5,688, F. von Binzer, 26th Dec.—Hamburg 17th Nov., Mail and Gen.—M. & Co.

Rutherglen, Br. s.s., 2,742, W. Gav. 27th Dec.—Barry, Wales, 9th Nov., Coal.—A. Wein.

Neleus, Br. s.s., 4,260, Lewis, 27th Dec.—Singapore, 22nd Dec., Gen.—B & S.

Ruyun Maru, Jap. s.s., 4,805, Y. Yamakuchi, 27th Dec.—Kobe 15th Dec., Gen.—D. & Co.

Haimun, Br. s.s., 641, J. W. Evans, 27th Dec.—Swatow 26th Dec., Gen.—D. L. & Co.

Kaifong, Br. s.s., 1,036, J. V. Sidford, 27th Dec.—Manila 24th Dec., Gen.—B & S.

Kansu, Br. s.s., 1,143, Tulbier, 27th Dec.—Canton 26th Dec., Gen.—B & S.

Buru Maru, Jap. s.s., Wakasa, 27th Dec.—Milke 20th Dec., Coal.—M. B. K.

Kachidate Maru, Jap. s.s., Ohashi, 27th Dec.—Milke 19th Dec., Coal.—M. B. K.

Wuhu, Br. s.s., 1,801, Howard, 27th Dec.—Canton 26th Dec., Gen.—B & S.

CLEARANCES AT THE HARBOUR OFFICE.

Dec. 27. Prinz Ludwig, for Yokohama. Kwonchawuan, for K. O. Wan.

Wuhu, for Hongkong. Banri-maru, for Kobe. Haiching, for Foochow. Halvard, for Bangkok.

Johanna, for Haiphong. Eiger, for Kwong Yuen. Helene, for Tourane. Mathilde, for Pakhoi. Siam, for Canton.

Cleveland, for San Francisco.

DEPARTED.

Dec. 27. Prinz Ludwig, for Shanghai. Haiching, for Foochow.

Helene, for Tourane. Banri-maru, for Kobe. Sabine Rickmers, for Canton.

Sungkiang, for Haiphong. Denbighshire, for Straits. Cleveland, for San Francisco.

PASSENGERS ARRIVED.

Per s.s. Prinz Ludwig, arrived 26th inst., from Hamburg, &c.—Albrecht, E. Hee Boey.

Andrew, J. Kessler, H. Althim. Bessinger, Dr. K. Kalek, K. & Ned. Kuan Poh.

Braune, Mr. and Mrs. Low, Miss E. Becke, Anton. Lehmte, Th. Borden, I. Merson, J. R. Conlin, W. McVenn, Miss Cordes, Mrs. L. G. E.

Chung Yuen. Michael, Dr. Chinese, Acht. Murray, J. S. Dedozion, H. Narooma, G. Dorey, W. R. Norton, Rev. A. Rome, U. H. Ellis, Mrs. and Schoon, Rev. P. Scholter, August Smith, V. Schindler, B. Thiel, E. H. Teucher, Mr. & Mrs. Theodind. Weber, E. A. Weckley, Mr. & Mrs. G. W. Wiedmer, L.

Per s.s. Kaifong, arrived 27th inst., from Manila.—Arkeley, B. Dittworth, T. B. Dunn, J. S. Jansen, J. F.

PASSENGERS DEPARTED.

Per Prinz Ludwig, sailed on 27th inst., for Shanghai, &c.—Berg, Ph. Kabe, Miss E. Chen. Shuang, Blumman, R. Huang. Smith, R. N. Garces, Rev. F. Shing, Lo-wang.

Howard, J. J. Nye, H. Hobart, Miss L. Stewart, W. M. M. Steele, H. Aiaraguchi, Z. Tokumoru, Mrs. Jurado, F.

All productions of the A.E. CANBERRA CO. CO. are under the strictest European supervision.

WEATHER REPORT.

On the 27th at 11.15.—Pressure has decreased considerably over N.E. China and S. Manchuria.

The anticyclone is now central over the Sea of Japan.

Pressure has decreased moderately along the S. coast of China, and slightly over Luzon and Indo-China.

Fresh to moderate monsoon is indicated over the N. China Sea.

Hongkong—Rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. N.E. and E. winds, fresh; cloudy, drizzling-rain or mist.

1 Hongkong and Neighbourhood. The same as No. 1.

2 Formosa Channel. N.E. strong. The same as No. 1.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register. 27th December, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wostock	7a.30.49	-5	67	ne	0	b	
Nemuro	6a.30.26	-	-	-	-	-	7
Hakodate	30.50	-	-	-	-	-	5
Tokio	30.52	-	-	-	-	-	1
Kochi	30.56	-	-	-	-	-	1
Nagasaki	30.56	-	-	-	-	-	2
Kushima	30.57	-	-	-	-	-	2
Oshima	30.36	-	-	-	-	-	0
Naha	30.31	-	-	-	-	-	7
Ishijima	30.31	-	-	-	-	-	7
Bonin Is.	30.67	27	100	n	8	o	
Chefoo	30.67	27	100	n	8	o	
Whaiwei	30.67	27	100	n	8	o	
Hankow	30.50	34	90	nw	3	od	
Kiukiang	30.30	37	-	-	-	-	7om
Shanghai	30.50	34	90	nw	3	od	
Gutzlaff	30.30	37	-	-	-	-	7om
Sharp P.	7a.30.19	61	-	-	-	-	1 c
Amoy	6a.30.25	60	88	nw	1	b	
Swatow	7a.30.18	57	94	-	-	-	0
Taihou	5a.30.17	-	-	-	-	-	2
Taihu	30.16	-	-	-	-	-	0
Tainan	30.17	-	-	-	-	-	2
Koshun	30.16	-	-	-	-	-	6
P'dores	30.15	-	-	-	-	-	6
Canton	9a.30.23	56	69	n	3	cr	
H'kong	6a.30.12	66	70	ene	2	o	
V. Peak	7a	-	-	-	-	-	5
Gap Rock	6a.30.09	-	-	-	-	-	6
Macao	30.11	64	-	-	-	-	1 o
Wuchow	9a	-	-	-	-	-	-
Holhow	9a	-	-	-	-	-	-
Pakhoi	6a.30.19	59	-	-	-	-	2 o
Phuilen	30.03	68	-	-	-	-	5 o
Tourane	30.07	75	-	-	-	-	ene 2
C. St. J.	30.04	-	-	-	-	-	2 r
Aparr	29.97	-	-	-	-	-	0 b
Manila	29.95	-	-	-	-	-	2 c
Legaspi	29.95	-	-	-	-	-	2 c
Bacolod	9a	-	-	-	-	-	nw 1 b
Hilo	29.95	80	-	-	-	-	1 b
Cebu	29.94	83	-	-	-	-	1 c
Labuan	29.94	83	-	-	-	-	1 c

T. F. Claxton, Director. Hongkong Observatory, Dec. 27. 1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date Barometer 30.26 30.31 30.20 Temperature 62 58 66 Humidity 54 73 62 Wind NE E E E Direction 1 2 4 Force 0 0 0 Weather o o o b Rain highest open air Temperature on the 25th 64

H.K. Observatory, 26th Dec., 1912. T. F. Claxton, Director.

TIDE TABLE.

Dec. 24th to 30th Dec., 1912.

Time.	High Water.	Low Water.	Time.	High Water.	Low Water.
Dec. 24	10.15	4.15	Dec. 29	10.15	4.15
Dec. 25	10.15	4.15	Dec. 30	10.15	4.15
Dec. 26	10.15	4.15	Dec. 31	10.15	4.15
Dec. 27	10.15	4.15			
Dec. 28	10.15	4.15			

Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARK
SHANGHAI	INDIA	about 2nd Jan.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	DELTA	Noon, 4th Jan.	Freight and Passage.
LONDON & ANTWERP, S. FORM, PENANG, C. MBO, PORT SAID AND MARSEILLES	SUMATRA	about 8th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	about 30th Dec.	Freight and Passage.